Mora Drive Residential Project

Initial Study/Draft Mitigated Negative Declaration

Prepared by

CITY OF MOUNTAIN VIEW

Submitted by

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ENVIRONMENTAL CONSULTANTS & PLANNERS

May 2015

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The project includes a request for a Planned Community Permit, to demolish 15 existing industrial buildings (on 17 existing parcels) in order to construct 75 attached and detached Rowhomes; a Heritage Tree Removal permit for the removal of 15 heritage trees; a Tentative Map to subdivide an existing 5.13-acre site into 25 residential lots, 12 common area lots and conveyance of a 0.45-acre public park.

The proposed residential design consists of three-story residential units he project proposes to construct 75 three-story rowhouses, including 61 attached and 14 detached units, each containing two to three bedrooms and garages. The detached rowhouses would be three stories and would be a maximum of 37 feet in height, and the attached three-story rowhouses would reach a maximum height of approximately 39 feet.

The project site is currently developed with multiple light industrial buildings. Surrounding uses include one-and two-story single family residential uses to the east, and two and three-story multi-family residential uses to the north, south, and west. The project is located approximately 1,100 feet northeast of the San Antonio Shopping Center and approximately 300 feet south of existing Caltrain tracks. The nearest Caltrain station (San Antonio) is located approximately 1,600 feet to the northwest.

The project site is currently designated Medium Density Residential in the City's 2030 General Plan and is located within Area B of the P(31): Mora-Ortega Precise Plan zoning district. The proposed redevelopment would be consistent with this designation.

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The Plessey Micro Science portion, which encompasses approximately 1.0 acre, of the project site is impacted by contaminated soil and groundwater. Current remediation efforts are being overseen by the California Department of Toxic Substances Control (DTSC). Recent activities conducted by DTSC on the project site include soil vapor monitoring, in-situ groundwater injections, and groundwater monitoring. DTSC is currently in the process of preparing a Remedial Action Plan Amendment (RAP Amendment) that will be the decision document for remedial actions conducted on the project site following demolition and during redevelopment. DTSC will oversee cleanup activities of the Plessey Micro Science portion of the site. The project applicant will be responsible for cleanup of the remainder of the project site (non-Plessey Micro Science portion) with oversight by DTSC.

Construction and demolition on the site could result in short-term air quality and noise impacts and impacts to Heritage trees. Implementation of the project could also result in impacts from

hazardous materials present on the site. The project could also result in potential impacts to nesting raptors and cultural resources, should they be present on the site. Implementation of the mitigation measures and conditions of approval included in the project and required by the City of Mountain View would reduce all significant impacts to a less than significant level.

Project Location: The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, and -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **June 1, 2015 to June 30, 2015 at 5:00 p.m.**

Public Hearings: Separate notices announcing the date and time of these public hearings will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, First Floor, Mountain View, CA 94041. Written comments regarding the project may be sent to Scott Plambaeck, Senior Planner, at the mailing address listed above or via email at Scott.Plambaeck@mountainview.gov.

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in a written correspondence delivered to the City Council at, or prior to, the public meeting or hearing.

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EXECUTIVE SUMMARY

PROJECT LOCATION

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, and -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

The project site is currently developed with multiple light industrial buildings. Surrounding uses include one-and two-story single family residential uses to the east, and two and three-story multi-family residential uses to the north, south, and west. The project is located approximately 1,100 feet northeast of the San Antonio Shopping Center and approximately 300 feet south of existing Caltrain tracks. The nearest Caltrain station (San Antonio) is located approximately 1,600 feet to the northwest.

PROJECT OVERVIEW

The proposed project would demolish all existing structures, parking lots, landscaping, trees, and driveways. Following demolition, the project proposes to construct 75 three-story rowhouses, including 61 attached and 14 detached units, each containing two to three bedrooms and garages. The detached rowhouses would be three stories and would be a maximum of 37 feet in height, and the attached three-story rowhouses would reach a maximum height of approximately 39 feet.

The proposed project would include dedication and development of a 0.45-acre public park, located at the northeast corner of Ortega Avenue and Mora Drive.

The project site is currently designated *Medium Density Residential* in the City's 2030 General Plan and is located within Area B of the *P(31)*: *Mora-Ortega Precise Plan* zoning district. The proposed redevelopment would be consistent with this designation.

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The Plessey Micro Science portion, which encompasses approximately 1.0 acre, of the project site is impacted by contaminated soil and groundwater. Current remediation efforts are being overseen by the California Department of Toxic Substances Control (DTSC). Recent activities conducted by DTSC on the project site include soil vapor monitoring, in-situ groundwater injections, and groundwater monitoring. DTSC is currently in the process of preparing a Remedial Action Plan Amendment (RAP Amendment) that will be the decision document for remedial actions conducted on the project site following demolition and during redevelopment. DTSC will oversee cleanup activities of the Plessey Micro Science portion of the site. The project applicant will be responsible for cleanup of the remainder of the project site (non-Plessey Micro Science portion) with oversight by DTSC.

SIGNIFICANT IMPACTS

Construction and demolition on the site could result in short-term air quality and noise impacts and impacts to Heritage trees. Implementation of the project could also result in impacts from hazardous materials present on the site. The project could also result in potential impacts to nesting raptors and cultural resources, should they be present on the site. Implementation of the mitigation measures and conditions of approval included in the project and required by the City of Mountain View would reduce all significant impacts to a less than significant level.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Mountain View. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed Mora Drive Residential Project.

The City of Mountain View is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Mora Drive Residential Project

2.2 PROJECT LOCATION

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, and -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

The project site is currently developed with multiple light industrial buildings. Surrounding uses include one- and two-story single family residential uses to the east, and two- and three-story multi-family residential uses to the north, south, and west. The project is located approximately 1,100 feet northeast of the San Antonio Shopping Center and approximately 300 feet south of existing Caltrain tracks. The nearest Caltrain station (San Antonio) is located approximately 1,600 feet to the northwest.

A regional map and a vicinity map of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and the surrounding area is shown on Figure 3.

2.3 LEAD AGENCY CONTACT

Scott Plambaeck
Senior Planner, Planning Division
Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

2.4 PROJECT PROPONENT

Lennar Homes
6111 Bollinger Canyon Road, Suite 550
San Ramon, CA 94583
(925) 327-8306

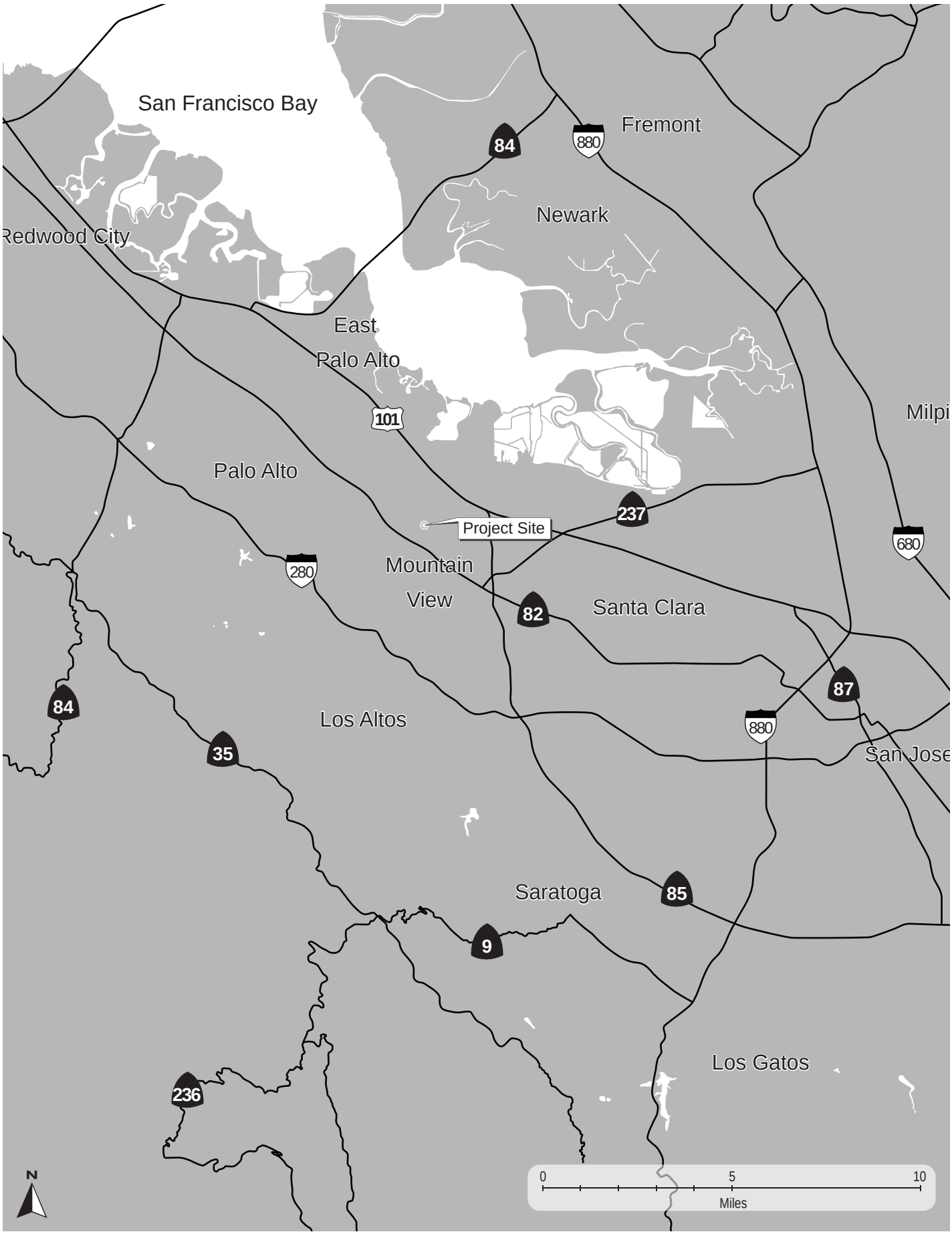
2.5 ASSESSOR'S PARCEL NUMBERS

1	148-33-009	111 Ortega Drive
2	148-33-010	2287 Mora Drive
3	148-33-011	
4	148-33-012	2283 Mora Drive
5	148-33-013	2269 Mora Drive
6	148-33-014	2257 Mora Drive
7	148-33-015	2251 Mora Drive
8	148-33-018	2227 Mora Drive
9	148-33-019	2221 Mora Drive
10	148-33-020	2220 Mora Drive
11	148-33-021	2256 Mora Drive
12	148-33-022	2274 Mora Drive
13	148-33-023	2276 Mora Drive
14	148-33-024	2280 Mora Drive
15	148-33-025	2286 Mora Drive
16	148-33-026	2296 Mora Drive
17	148-33-029	2139 Mora Drive

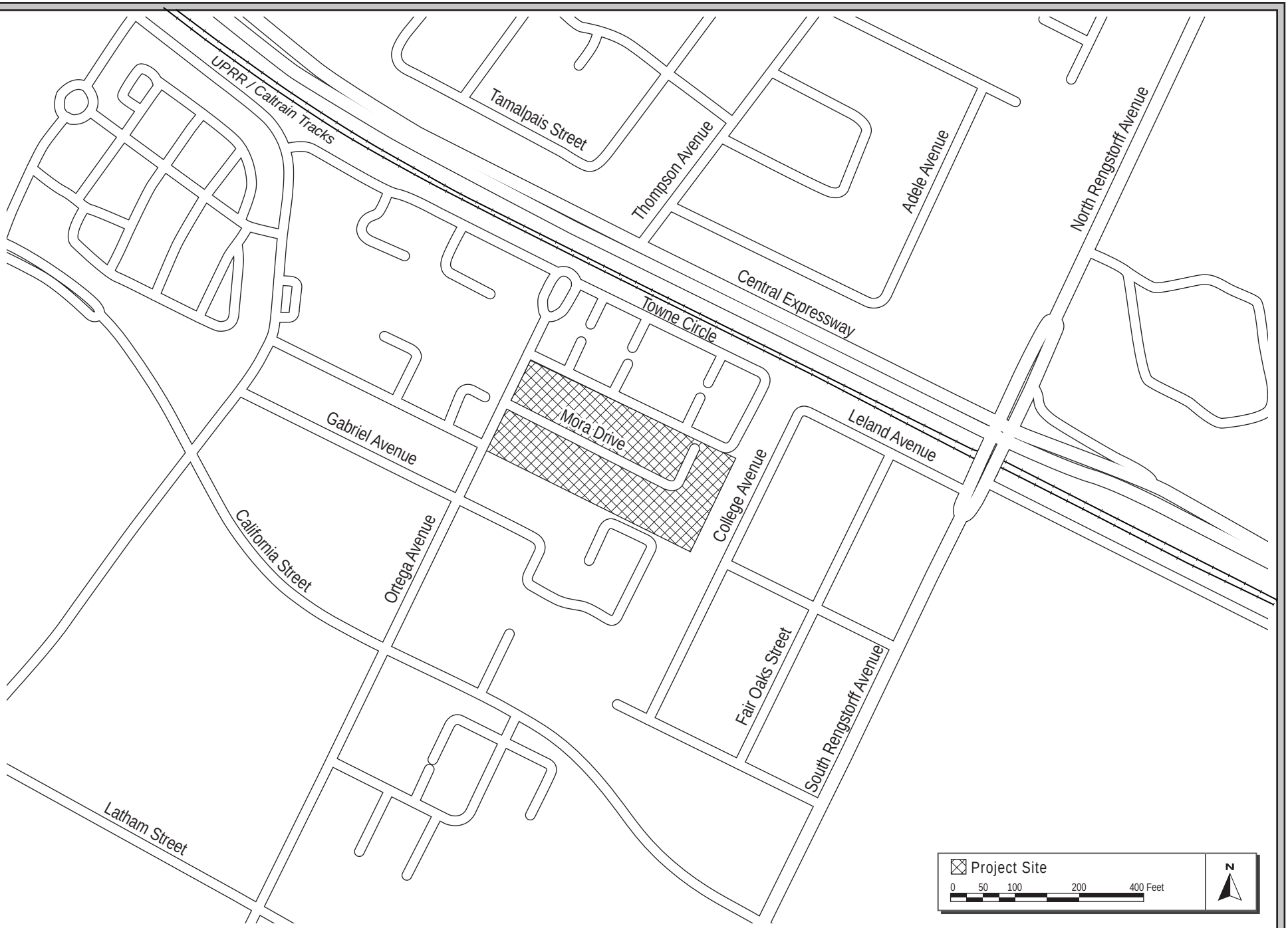
2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan: *Medium Density Residential*

Zoning District: *P(31)*: *Mora-Ortega Precise Plan*

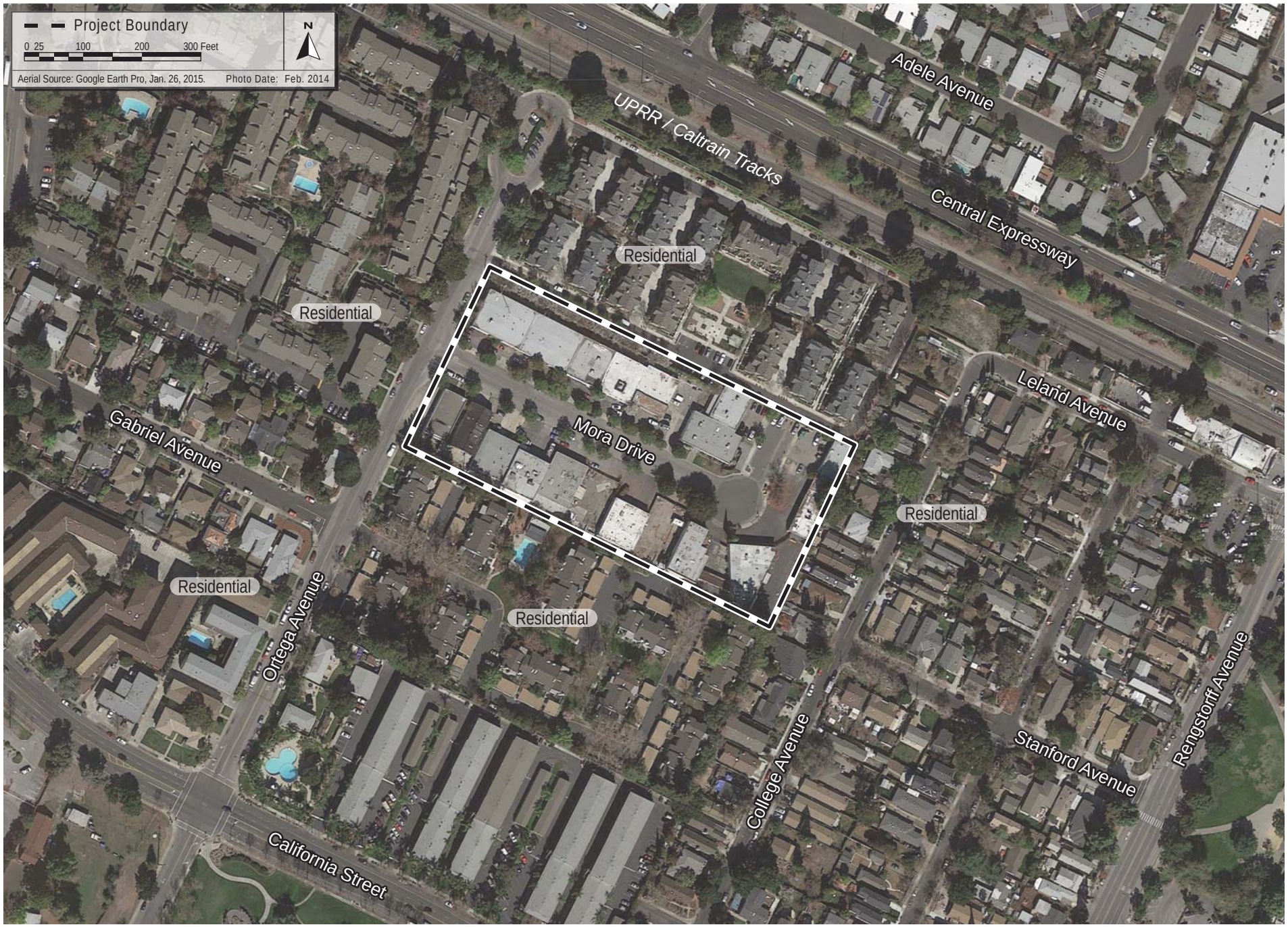


REGIONAL MAP FIGURE 1



VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 3

SECTION 3.0 PROJECT DESCRIPTION

3.1 EXISTING SITE CONDITIONS

The 17 parcels comprising the approximately 5.15-acre project site are currently developed with single-story light industrial buildings containing approximately 65,000 square feet of space. Most of the structures are currently occupied by a mix of office and light industrial tenants. Several structures are currently vacant. The site currently supports typical development improvements including paved driveways, parking lots, landscaping, and utilities. Portions of the soil, soil gas and groundwater at the project site are contaminated with volatile organic compounds from past industrial operations.

3.2 SITE REDEVELOPMENT

The proposed project would demolish all existing structures, parking lots, landscaping, trees, and driveways. Following demolition, the project proposes to construct 75 three-story rowhouses, including 61 attached and 14 detached units, each containing two to three bedrooms and garages. The detached rowhouses would be three stories and would be a maximum of 37 feet in height, and the attached three-story rowhouses would reach a maximum height of approximately 39 feet.

The proposed development would represent a density of approximately 16.52 dwelling units (DU) per acre. The floor area ratio (FAR) of development on the site would be 0.90.

A conceptual site and landscape plan is shown on Figure 4, and building elevations and cross-sections can be seen on Figures 5 and 6.

3.2.1 Public Park

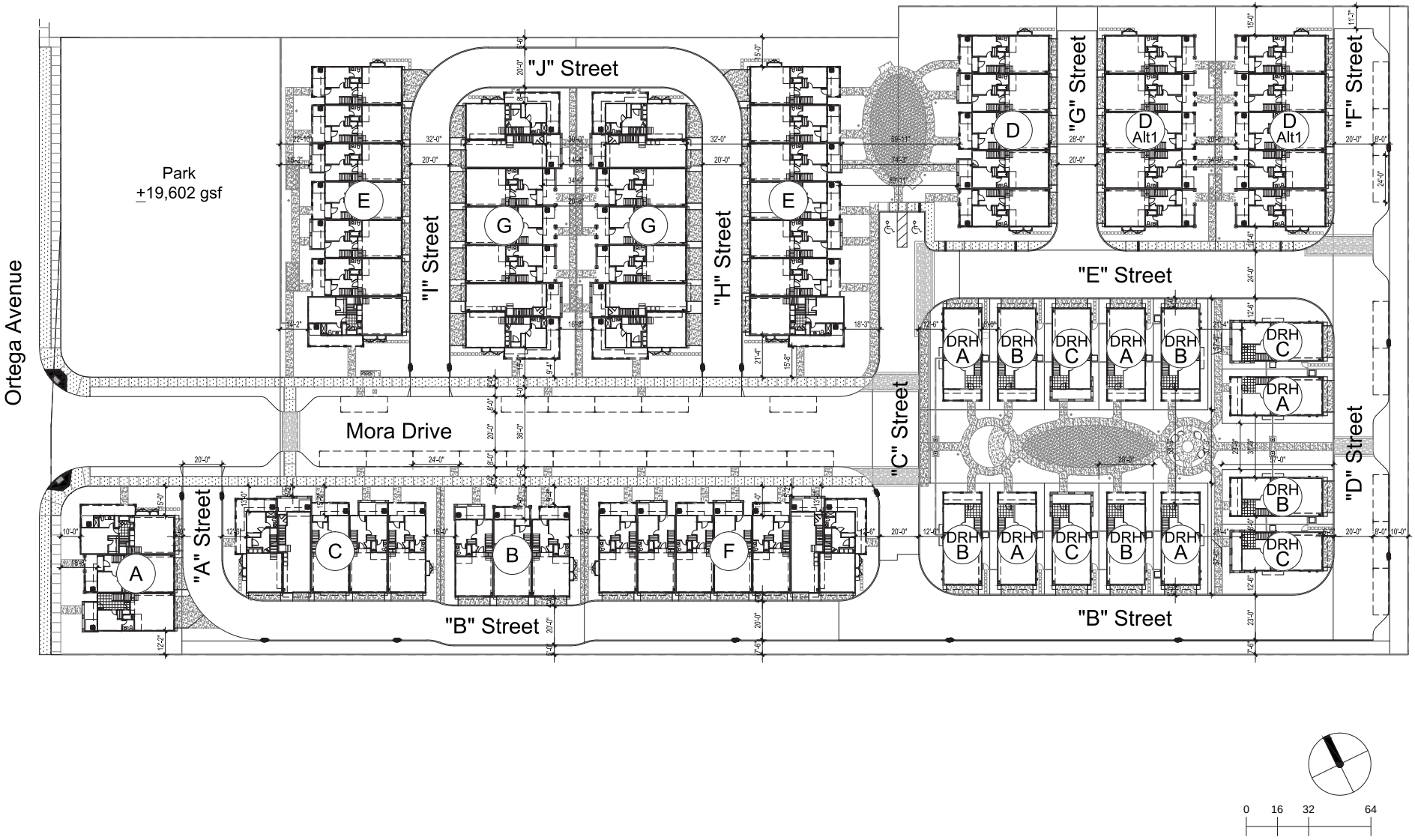
The proposed project would include construction of a 0.45-acre public park, located at the northeast corner of Ortega Avenue and Mora Drive.

3.2.2 Other Project Improvements

The proposed project would include improvements including the realignment of Mora Drive, new landscaping and trees, residential courtyards, and other improvements such as new utilities.

3.2.3 General Plan and Zoning

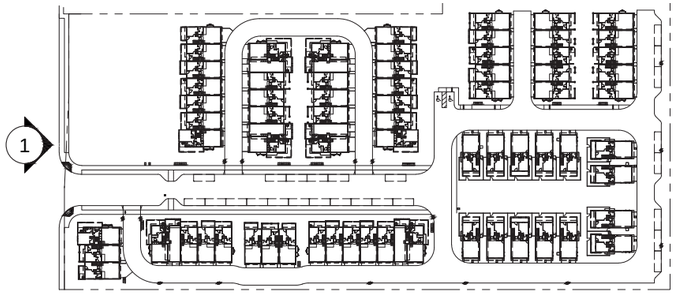
The project site is currently designated *Medium Density Residential* in the City's 2030 General Plan and is located within Area B of the *P(31)*: *Mora-Ortega Precise Plan* zoning district. The proposed redevelopment would be consistent with this designation.



CONCEPTUAL SITE PLAN

FIGURE 4

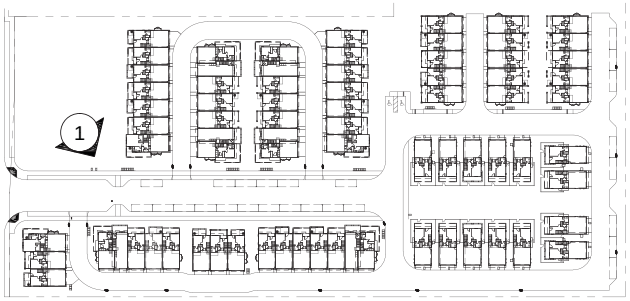
1. Ortega Avenue Elevation



Key Map n.t.s.

CONCEPTUAL BUILDING ELEVATIONS

FIGURE 5



CONCEPTUAL BUILDING PERSPECTIVE

FIGURE 6

3.2.4 Access and Circulation

Vehicle access to the site is provided by Ortega Avenue and Mora Drive. The project proposes realignment and reconfiguration of Mora Drive. The new alignment of Mora Drive would be approximately 50 feet south of its current alignment and would be reconfigured to function as a private circle drive rather than a dead-end cul-de-sac. Mora Drive would be approximately 36-feet wide and would provide access to private internal streets, ways, and courts to allow access to all residential units. Residential garages would be located off of the internal street network. The reconfiguration of Mora Drive would provide better emergency vehicle access and circulation to the project site than the existing cul-de-sac.

3.2.5 Heritage Trees

There are a total of 70 trees on the project site, 16 of which are considered Heritage trees in the City of Mountain View, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). 69 trees would be removed by the proposed redevelopment of the project site.

New trees would be planted on site along the street frontage, at the site's perimeter, and elsewhere on site at a ratio of at least two planted for every Heritage tree removed, and in conformance with the City of Mountain View's requirements.

3.2.6 Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Residential Mandatory Measures of the 2014 California Green Building Code (CALGreen), and a score of at least 110 points using the multifamily Green Point checklist established by Build-It-Green will be required.

3.2.7 Site Remediation by DTSC

The project site is impacted by contaminated soil, soil gas, and groundwater from prior industrial uses. Remediation of the project site is being overseen and conducted by the DTSC. In May 1992, DTSC approved the Remedial Action Plan for the Plessey Micro Science site, which evaluated three remedial action alternatives and selected one alternative for the cleanup of groundwater and soil at the site. Recent remedial actions have included soil vapor monitoring, in-situ groundwater injections, and groundwater monitoring. Remediation of the remainder of the project site (non-Plessey Micro Science portion) will be completed by the project applicant (Lennar) and overseen by DTSC.

Based on recent data, the maximum detected concentrations in soil and in groundwater were: hexavalent chromium at 150 milligrams per kilogram, perchloroethylene (PCE) at 620 micrograms per liter (µg/L), trichloroethylene at 150 µg/L, cis-1,2- dichloroethene (DCE) at 7,200 µg/L, trans-1,2-DCE at 36 µg/L, vinyl chloride at 3,000 µg/L, toluene at 160 µg/L, ethylbenzene at 4,300 µg/L, and xylenes (total) at 7,000 µg/L. The maximum soil vapor concentration detected in recent soil gas sampling event for PCE was at 23,000 micrograms per cubic meter.

DTSC is currently in the process of preparing a RAP Amendment that will function as the decision document for remedial actions conducted on the Plessey Micro Science portion of the project site following demolition and during redevelopment. The purpose of the upcoming RAP Amendment is to propose an alternative remedy for groundwater and soil cleanup.

Based on the current level of contamination, DTSC estimates approximately 6,000 cubic yards (cy) of contaminated soil located beneath the existing buildings may need to be removed once the buildings are demolished. Additional remedial actions considered by DTSC to be included in the RAP Amendment are in-situ enhanced reductive dechlorination groundwater injections and monitored natural attenuation of groundwater. The anticipated remedial approach also includes: (a) institutional controls (e.g., land use covenants) to prevent groundwater use until groundwater goals are achieved, and (b) engineering controls (e.g., vapor intrusion mitigation system) to minimize the potential for vapor intrusion to indoor air. DTSC will oversee cleanup activities at the Plessey Micro Science portion of the site.

This Initial study is intended to provide CEQA level review for the proposed remediation actions being carried out by DTSC. A detailed discussion of hazardous materials and remediation efforts at the project site is provided in *Section 4.8 Hazards and Hazardous Materials*.

3.3 USES OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND would provide decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. The approvals requiring discretionary actions could include:

- Planned Community Permit
- Demolition Permit
- Grading Permit
- Heritage Tree Removal Permit

The IS/MND would also be relied upon for other agency approvals necessary to implement the project, including the following agencies:

- California Department of Toxic Substances Control

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Existing Setting

4.1.1.1 *Project Site*

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels along both the north and south side of Mora Drive, which is a cul-de-sac.

The individual parcels making up the approximately 5.15-acre project site are currently developed with light industrial buildings containing approximately 65,000 square feet of space. Most of the structures are currently occupied by a mix of office and light industrial tenants and most were constructed between the 1960's and 1970's. Buildings vary in architectural style and overall level of maintenance with some structures supporting deteriorated driveways and worn exteriors. Several structures are currently vacant. The site supports typical development improvements including paved driveways, parking lots, mature landscaping, and utilities. Photos 1-6 show the existing project site and surrounding uses.

Due to the relatively flat topography and the existing development in the surrounding area, views of the project site are limited to the immediate vicinity.

The site is not located on a scenic view corridor; nor is it visible from a designated or eligible State scenic highway. No scenic vistas or scenic resources are located on site.

PHOTO 1: Looking east down Mora Drive.

PHOTO 2: Looking east at the corner of Mora Drive and Ortega Avenue, showing the 111 Ortega Avenue building.

PHOTO 3: Looking west along the south side of Mora Drive showing the 2269 Mora Drive building.

PHOTO 4: Looking north from the end of the Mora Drive cul-de-sac showing adjacent multi-family residential uses.

PHOTO 5: Showing north side of Mora Drive and building located at 2256 Mora Drive.

PHOTO 6: Showing north side of Mora Drive and buildings located 2294 and 2286 Mora Drive.

4.1.1.2 *Surrounding Land Uses*

The site is surrounded by existing urban development. The project is located at the corner of Ortega Avenue and Mora Drive. Surrounding uses include one- and two-story single family residential uses to the east, and two and three-story multi-family residential uses to the north, south, and west. The area generally has a mixed architectural style, with some older single family homes on College Avenue and Gabriel Avenue and a mix of newer two-and three-story multi-family residential uses surrounding the project site.

The only existing light industrial uses in the area occur along Mora Drive, which would be eliminated by the proposed project.

4.1.1.3 *Light and Glare*

The project site has been developed with light industrial uses since the mid-1960's. Streetlights and other lighting is found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

4.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	1, 2, 3
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1, 2, 5
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1, 2, 4
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1, 2, 3, 4

Aesthetic values are, by their nature, very subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best available means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design process. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design.

4.1.2.1 *Impacts to Scenic Resources*

The project site does not contain any scenic view corridors or scenic resources. For these reasons, the project would not substantially degrade the existing visual character of the site or the surrounding area, and would not impact scenic resources or a scenic vista.

4.1.2.2 *Impacts to Visual Character and Quality*

The project would modify the appearance of the site when viewed from the surrounding area. Numerous older (circa 1960's - 1970's) light industrial buildings containing approximately would be demolished to construct 75 three-story rowhouses.

The detached rowhouses would be three stories and would be a maximum of 37 feet in height, and the attached three-story rowhouses would reach a maximum height of approximately 39 feet. The new residential structures would be taller than the existing buildings but would fit the overall residential character of the project area. Redevelopment of the project site with rowhouses would be consisted with the vision of the Mora/Ortega Precise Plan as discussed in *4.10 Land Use* of this Initial Study.

The proposed project would include construction of a 0.45-acre public park, located at the northeast corner of Ortega Avenue and Mora Drive. Other project improvements include the realignment of Mora Drive, new landscaping and trees, residential courtyards, and other improvements such as new utilities. Mora Drive would be improved to include pedestrian sidewalks.

The project will be subject to the Development Review approval process prior to submittal of construction drawings for a building permit. This review and approval process includes a Development Review Committee (DRC) public hearing to receive a recommendation on the design, followed by public hearings before the Zoning Administrator and City Council. This review would ensure that the proposed design and construction materials are consistent with community standards for multi-family development, and would not adversely affect the visual quality of the area.

While the mass, scale, and building height of the proposed residential buildings would be greater than the existing light industrial buildings on site, the project would not be out of scale with existing development along Ortega Avenue in Mountain View. The project is similar in mass, scale, and height to the approved and constructed project at Towne Circle directly to the north. It would be one story taller than the adjacent townhouse development to the south; however, the massing of the project and the setbacks proposed provide sufficient buffer between the projects. In addition, the project provides sufficient setback from the single-family homes to the east.

As a result, the project would not substantially degrade the existing visual character or quality of the site and its surroundings and, therefore, development of the proposed project would have a less than significant visual and aesthetic impact.

4.1.2.3 *Lighting and Glare*

New lighting sources would be installed on the site in conformance with City's design guidelines for multi-family residential uses. At the time of building permit review, a lighting plan will be reviewed by the Community Development Department, to assure that lighting is directed downward and will not spill over onto adjacent properties or otherwise be highly visible. For these reasons, the project would not create a new source of substantial light or glare.

4.1.3 Conclusion

The project would result in less than significant visual and aesthetic impacts. **[Less Than Significant Impact]**

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Existing Setting

The project site is not used for agricultural purposes, and is located within an existing developed, urban area of Mountain View. According to the Santa Clara County *Important Farmlands 2012 Map*, the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10 acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or forest land.

4.2.2 Environmental Checklist and Discussion of Impacts

AGRICULTURAL AND FOREST RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 6
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 6
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	1, 4, 6
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,4,6
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,4,6

4.2.2.1 *Agricultural and Forest Resources Impacts*

The project site has been developed for many years, and the site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site or in the vicinity are used for agriculture, nor is it designated as forest land. For these reasons, the project would have no impact on agricultural or forest resources.

4.2.3 Conclusion

The proposed project would have no impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

4.3 AIR QUALITY

The discussion in this section is based in part on the "Mora Drive Toxic Air Contaminant Assessment" prepared by *Illingworth & Rodkin, Inc.* in February 2015 and a separate "Air Quality Evaluation of DTSC Remediation Activities" memorandum prepared on April 28, 2015. Both reports are included as Appendix A to this Initial Study.

4.3.1 Existing Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

Ozone and PM_{10} are considered regional pollutants, because their concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Carbon monoxide is considered a local pollutant, because elevated concentrations are usually only found near the source (e.g., congested intersections).

4.3.1.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. According to the most current data available from BAAQMD, state and federal standards for ozone and particulate matter less than or equal to 10 and 2.5 microns (PM_{10} and $PM_{2.5}$) were exceeded several times in the last three years. Carbon monoxide and nitrogen dioxide standards have not been exceeded recently.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. The Bay Area is designated as an "attainment area" for carbon monoxide, nitrogen dioxide, and sulfur dioxide. The region is classified as a "nonattainment area" for both the federal and state ozone standards, although a request for reclassification to "attainment" of the federal standard is currently being considered by the U.S. EPA. The area does not meet the state standards for particulate matter; however, it does meet the federal standards.

4.3.1.2 *Bay Area 2010 Clean Air Plan*

As the regional government agency responsible for regulating air pollution within the air basin, BAAQMD must prepare air quality plans specifying how state air quality standards will be met. The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD and takes into account future growth projections to 2035, serves to:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2010-2012 timeframe.

Determining a project's consistency with the 2010 CAP involves assessing whether applicable control measures contained in the 2010 CAP are implemented. Implementation of control measures improve air quality and protect public health. Control measures in the 2010 CAP are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures.

4.3.1.3 *Toxic Air Contaminants*

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to, criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a highway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state and federal level. The identification, regulation and monitoring of TACs is relatively new compared to that for criteria air pollutants that have established ambient air quality standards. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Diesel Particulate Matter

Diesel exhaust, in the form of diesel particulate matter (DPM) is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). DPM is of particular concern since it can be distributed over large regions, thus leading to widespread public exposure. California has adopted a comprehensive diesel risk reduction program. The U.S. Environmental Protection Agency (EPA) and the CARB have adopted low-sulfur diesel fuel standards in 2006 that reduces diesel particulate matter substantially. The CARB recently adopted new regulations requiring the retrofit and/or replacement of construction equipment, on-highway diesel trucks, and diesel buses in order to lower fine particulate matter ($PM_{2.5}$) emissions and reduce statewide cancer risk from diesel exhaust.

Fine Particulate Matter ($PM_{2.5}$)

Particulate matter in excess of state and federal standards represents another challenge for the Bay Area. Elevated concentrations of $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

4.3.1.4 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. Sensitive receptors in the project area include the multi-family residential uses north and west of the project site.

4.3.2 Environmental Checklist and Discussion of Impacts

AIR QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 2, 7
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 2, 7, 8
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 2, 7, 8
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	1, 2, 7, 8
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	1

4.3.2.1 *CEQA Thresholds Used in the Analysis*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View, and other jurisdictions in the San Francisco Bay Area Air Basin, often utilize the thresholds and methodology for assessing air emissions and/or health effects adopted by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds. Thresholds prepared and adopted by BAAQMD in May 2011 were the subject of a lawsuit by the California Building Industry Association (BIA)[1] and a subsequent appeal by BAAQMD.[2] The Appellate Court decision on August 13, 2013 upheld the thresholds as valid.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by BAAQMD in May 2011 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *CEQA Air Quality Guidelines*. Updated May 2011.
- BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance.* October 2009.
- California Air Pollution Control Officers Association. *Health Risk Assessments for Proposed Land Use Projects*. July 2009.
- California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.

The analysis in this Initial Study is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds identified for the San Francisco Bay Area Air Basin in the May 2011 BAAQMD CEQA Air Quality Guidelines.

[1] *California Building Industry Association v. Bay Area Air Quality Management District*, Alameda County Superior Court Case No. RG10548693)

[2] *California Building Industry Association v. Bay Area Air Quality Management District*, Cal. Ct. App. 1st, Case No. A135335, August 13, 2013. The Appellate Court ruled that the BAAQMD CEQA thresholds were adopted using a valid public review process and were supported by substantial evidence.

TAC Thresholds of Significance

If emissions of TACs or $PM_{2.5}$ exceed any of the thresholds of significance listed below, the proposed project would result in a significant impact and mitigation would be required.

- An excess cancer risk level of more than 10 in 1 million, or a non-cancer (chronic or acute) hazard index greater than 1.0.
- An incremental increase of more than 0.3 micrograms per cubic meter ($\mu g/m^3$) annual average $PM_{2.5}$.

4.3.2.2 *Project Operation Impacts - TAC Sources Affecting the Project*

Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs, or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs.

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs, such as generators, are proposed as part of the project.

The project would place new sensitive receptors near three types of TAC sources: (1) Caltrain, which currently operates diesel-powered locomotives and shares the line with freight trains that also use diesel-powered locomotives; (2) local high-volume roadways (i.e., Central Expressway, California Street and Rengstorff Avenue); and (3) stationary sources permitted by BAAQMD.

Railroad Community Risk Impacts

The project site is located approximately 350 feet south of the Caltrain line, and rail activity currently generates TAC and $PM_{2.5}$ emissions from locomotive exhaust.

Currently all of Caltrain trains use diesel locomotives. The Peninsula Corridor Electrification Project is a program to modernize operation of the Caltrain rail corridor between San Jose and San Francisco. Under this program, diesel-locomotive hauled trains would be converted to Electric Multiple Unit (EMU) trains by 2020.[3]

Based on the current Caltrain schedule, there are 92 trains passing the project site during the weekdays, 32 trains during the weekend, and four trains that only run on Saturday. In addition to the Caltrain trains, there are about four freight trains that also use this rail line on a daily basis.[4]

[3] Caltrain, 2014. *Peninsula Corridor Electrification Project. Final Environmental Impact Report*. December 2014.
[4] *Bay Area Regional Rail Plan, Technical Memorandum 4a, Conditions, Configuration & Traffic on Existing System*, Metropolitan Transportation Commission, November 15, 2006.

DPM and $PM_{2.5}$ emissions from trains on the rail line were calculated using EPA emission factors for locomotives[5] and CARB adjustment factors to account for fuels used in California.[6] The results of the assessment predict a cancer risk of 3.8 per million, annual concentrations of $PM_{2.5}$ of 0.01 $\mu g/m^3$, and a Hazard Index less than 0.01, which are below BAAQMD established thresholds.

Impacts from Local Roadways

The project site is located near three high volume roadways: Central Expressway, California Street and Rengstorff Avenue. BAAQMD provides screening tables that provide initial estimates of community risk impacts from local roadways. Central Expressway carries fewer than 50,000 average daily trips per day and is 400 feet north of the project site. California Street carries approximately 20,000 daily trips per day and is 700 feet south of the project site. Rengstorff Avenue carries approximately 20,000 daily trips per day and is 700 east of the project site.[7] Cancer risk, chronic hazard index, and $PM_{2.5}$ levels using BAAQMD screening data indicate the exposure from these roadways are well below a cancer risk of 10 in one million, $PM_{2.5}$ levels of 0.3 $\mu g/m^3$, and a Hazard Index of 1.0.

Impacts from Stationary Sources

Two operational stationary sources of TACs were identified within 1,000 feet of the project site using the BAAQMD Stationary Source Screening Analysis Tool. One stationary TAC source is a gas station located approximately 800 feet from the project site. The other stationary TAC source is a diesel generator operated by the City of Mountain View approximately 400 feet from the project site. Cancer risk, chronic hazard index, and $PM_{2.5}$ levels using BAAQMD screening data indicate the exposure from these roadways are well below a cancer risk of 10 in one million, $PM_{2.5}$ levels of 0.3 $\mu g/m^3$, and a Hazard Index of 1.0.

Table 4.3-1 summarizes TAC sources and their impact upon project sensitive receptors, and the BAAQMD significance thresholds for single and cumulative TAC sources are included. No single source would have community risk impacts that exceed BAAQMD thresholds. Cumulative sources would also not exceed the significance thresholds.

Table 4.3-1
Community Risk to Sensitive Receptors

Source	Cancer Risk*	Acute or Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^3$)
Central Expressway Traffic	2.77	<0.03	0.16
California Street Traffic	0.89	<0.03	0.03
Rengstorff Avenue	0.71	<0.03	0.02
Gas Station (over 800 feet)	0.28	<0.01	0.00

[5] *Emission Factors for Locomotives*, USEPA 2009 (EPA-420-F-09-025).
[6] *Offroad Modeling, Change Technical Memo*. Changes to the Locomotive Inventory. CARB. July 2006.
[7] Traffic volumes were estimated based on the 2009 traffic volumes in the City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program EIR, and rounded up to the nearest 10,000.

Diesel Generator (over 400 feet)	<1.55	<0.01	<0.001
Caltrain (350 feet)	3.8	<0.01	0.01
BAAQMD Single-Source Threshold	*10.0*	*1.0*	*0.3*
Significant Impact?	**No**	**No**	**No**
Cumulative Sources	<10.0	<0.1	<0.2
Cumulative Source Threshold	*100.0*	*10.0*	*0.8*
Significant Impact?	**No**	**No**	**No**
* Note: Cancer risk is reported in excess cases per million.			

Cumulative Community Risk

The sum of the maximum excess cancer risk, non-cancer hazards and annual $PM_{2.5}$ concentrations were calculated based on the levels shown in Table 4.3-1, and are well below the cumulative community risk thresholds. Cumulative excess cancer risk would be less than 10 per million, non-cancer hazards would have a Hazard Index of less than 0.1, and $PM_{2.5}$ concentrations would be less than 0.2 $\mu g/m^3$

4.3.2.4 *Demolition, Remediation, and Construction Impacts*

Construction activity is anticipated to include demolition of existing buildings and paved areas, excavation, soil remediation, grading, building construction, paving and application of architectural coatings. During demolition, excavation, grading and some building construction activities, substantial amounts of dust could be generated. The project would excavate and dispose of up to 11,000 cy (5,000 cy by project applicant and 6,000 cy by DTSC) of soil as part of project remediation and site preparation. An equivalent amount volume of clean fill would be imported to the site to replace soil removed. Most of the dust would result during grading activities. The amount of dust generated would be highly variable and would be dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. To address fugitive dust emissions that lead to elevated PM_{10} and $PM_{2.5}$ levels near construction sites, the BAAQMD CEQA Air Quality Guidelines identify best control measures. If included in construction projects, localized dust impacts would be considered less than significant.

Impacts from DTSC Remediation Activities

Following demolition of the existing buildings DTSC would excavate contaminated soil from prior industrial uses located beneath the former structures on the Plessey Micro Science portion of the project site. DTSC anticipates that soil excavation would not exceed the footprint of the buildings and would extend in depth to the top of the shallow groundwater zone (approximately 12 to 15 feet below ground surface). The excavation and disposal would consist of removing all impacted soil that exceeds residential cleanup goals. Contaminated soil and any waste concrete will be transported to an appropriate, permitted, off-site facility for disposal. DTSC anticipates approximately 12,000 cubic yards of earthwork (6,000 cy export and 6,000 cy import) necessary to complete the remediation.

Table 4.3-2 shows the predicted average daily construction emissions for the DTSC remediation and for remediation and construction of the project combined.

Table 4.3-2: Construction Period Emissions					
Scenario	**Reactive Organic Gas**	**NO_x**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**	**Green House Gases**
DTSC Soil Remediation Activity Only	0.13 tons	1.45 tons	0.06 tons	0.06 tons	148 metric tons
Average Daily emissions [1]	4.3 lbs.	48 lbs.	2.0 lbs.	2.0 lbs.	--
Remediation Activity and Construction of Project	1.47 tons	6.05 tons	0.35 tons	0.33 tons	695 metric tons
Average Daily emissions [2]	7.3 lbs.	30.3 lbs.	1.7 lbs.	1.6 lbs.	--
BAAQMD Thresholds (pounds per day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.	
Exceed Threshold	**No**	**No**	**No**	**No**	
Notes: [1] Assumes 60 workdays of remediation activity. [2] Assumes over 400 days of construction					

The DTSC soil remediation activity is a short-term equipment-intensive activity, whereas construction of the entire project includes several phases that are not nearly as intensive. As a result, average daily emissions from the combined activities (remediation and construction) are below the significance thresholds for construction activity.

TAC Impacts from Demolition, Remediation, and Construction

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Increased cancer risks were calculated using the maximum modeled for the 2015-2016 construction period and BAAQMD recommended risk assessment methods for infant exposure, child exposure, and for adult exposure.

The results of this assessment indicate, with DTSC soil remediation activities and project construction, the maximum incremental child cancer risk at the maximum exposed individual (MEI) would be 62.8 per one million. The adult incremental cancer risk at the MEI would be 3.6 per one million. The increased child cancer risk would be above the BAAQMD significance threshold of a cancer risk of 10 per one million.

Combining the emissions from DTSC remediation and project construction, the maximum annual $PM_{2.5}$ concentration was modeled at 0.90 $\mu g/m^3$ for the project site and is above the BAAQMD threshold of 0.3 $\mu g/m^3$.

The maximum modeled annual residential DPM concentration from the combined DTSC remediation and project construction emissions was 0.39 $\mu g/m^3$, which is much lower than the reference exposure level (REL). Based on these concentrations the maximum hazard index would be approximately 0.08, which is lower than the BAAQMD significance threshold of 1.0.

The project would have a significant impact with respect to community risk caused by DTSC remediation and project construction activities, since child cancer risk exceeds 10.0 in one million and annual $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$.

Impact AQ-1: Without the implementation of construction air quality mitigation measures, community risk, dust generation and construction emissions could be significant. **[Significant Impact]**

Mitigation and Avoidance Measures: The following mitigation measures will be implemented during DTSC remediation activities and project construction.

MM AQ-1.1: The following mitigation measures shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall

also be visible to ensure compliance with applicable regulations.

MM AQ-1.2: Construction, grading, trenching, and demolition equipment shall be selected to minimize emissions. The equipment selection shall include the following criteria:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent;
- The number of hours that equipment will operate shall be minimized, including the use of idling restrictions.

Implementation of Mitigation Measure **MM AQ-1.1** would reduce exhaust emissions by approximately five percent and fugitive dust emissions by over 50 percent, and implementation of Mitigation Measure **MM AQ-1.2** would further reduce on-site diesel exhaust emissions. Based on these reductions, the computed excess child cancer risk for the project, with implementation of Mitigation Measures **MM AQ-1.1** and **MM AQ-1.2** would be 2.1 in one million, less than the threshold of 10 in one million. The modeled annual $PM_{2.5}$ concentration would be 0.15 $\mu g/m^3$, which would be less than the threshold of 0.3 $\mu g/m^3$. As a result, the project, with mitigation measures, would result in a less than significant impact with respect to community risk caused by construction activities.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.3.3 Summary of Air Quality Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact AQ-1: Without the implementation of construction air quality mitigation measures, dust generation and construction emissions could be significant.	Significant	**MM AQ-1.1:** Implementation of standard BAAQMD construction measures to reduce dust emissions. **MM AQ-1.2:** Construction, grading, trenching, and demolition equipment shall be selected to minimize emissions and the hours the equipment operates shall be minimized.	Less Than Significant

4.3.4 Conclusions

With the implementation of mitigation measures, the project would result in less than significant air quality impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.4 BIOLOGICAL RESOURCES

The discussion of trees in this section is based in part on an arborist report prepared for the applicant by *Arborwell, Professional Tree Management* in January 2014 and revised April 17, 2015. This report is included as Appendix B to this Initial Study.

4.4.1 Regulatory Setting

4.4.1.1 *Special Status Species*

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[8] as rare, threatened, or endangered.

4.4.1.2 *Migratory Bird Treaty Act*

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, bird nests, and eggs. Construction disturbance during the breeding season could result in a violation of the MBTA such as the incidental loss of fertile eggs or nestlings, or nest abandonment.

4.4.1.3 *Mountain View Tree Preservation Ordinance*

The City of Mountain View tree regulations protect all trees designated as "Heritage" trees (Chapter 32, Article 2). Under this ordinance, a Heritage tree is defined as any one of the following:

- A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
- A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree.

[8] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFG Natural Diversity Database Program.

4.4.2 Existing Setting

4.4.2.1 *Existing Biotic Resources On-Site*

Along with most of the City of Mountain View the project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, lawns, and vacant lots, and provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is no longer present, native species of wildlife have been supplanted by species that are more compatible with an urbanized area.

The project site is developed with multiple single-story light industrial buildings, paved surface parking, urban landscaping, and mature ornamental trees, surrounding the roadway of Mora Drive. Wildlife habitat in developed urban areas are low in species diversity. Common species that occur in urban environments include rock pigeons, mourning doves, house sparrows, finches, and European starlings. Raptors and other avian species could forage in the project area or nest in surrounding landscaping or within buildings.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, and non-native herbaceous species. The site itself is entirely built on or paved, and where vegetation occurs on the site it consists of ornamental landscaping and trees. There are no undisturbed areas or sensitive habitats on the site, and the site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Permanente Creek, is contained in an engineered channel located approximately 2,800 feet east of the project site.

The project site is not included in the study area of the Santa Clara Valley Habitat Plan (SCV Habitat Plan), a recently adopted Habitat Conservation Plan and Natural Communities Conservation Plan (HCP/NCCP). Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife.

The primary biological resources on-site are the ornamental and landscape trees. Trees are located along the perimeter and interior of the project site. There are a total of 70 trees on the project site, 16 of which are considered Heritage trees in the City of Mountain View. A tree inventory map showing the location of the trees on-site is provided in Figure 7.

No rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the site, and no sensitive species would be anticipated in this area of Mountain View. The special status plants and animals that have been identified as present or likely to be present in the City are primarily located in the northern area of the City in suitable habitats, such as open water, grasslands, salt ponds, and tidal marshes. Special status species are not expected to occur on or adjacent to the project site, because the project site is completely developed.

4.4.2.2 *Trees on Site*

The arborist report prepared for the project site evaluated 70 trees on or immediately adjacent to the site, representing 20 different species. 16 of the trees on site are considered Heritage trees in the City of Mountain View, as defined previously. The tree species found on the project site are listed in Table 4.4-1, and are shown on Figure 7. The four Heritage-sized coast live oaks and the Ceanothus are the only species native to Santa Clara County.

Table 4.4-1
Trees Species Found on Site

Scientific Name	Common Name	Count	Heritage Tree	Street Tree
Ceanothus thyrsiflorus	Blue blossom	1	0	0
Cinnamomum camphora	Camphor	4	1	0
Citrus Lemon	Lemon	1	0	0
Cordyline australis	Cabbage Palm	1	1	0
Cupressus sempervirens	Italian Cypress	1	0	0
Eriobotrya deflexa	Loquat	1	0	1
Ficus carica	Edible Fig	1	0	0
Jacaranda mimosifolia	Jacaranda	1	0	0
Lagerstroemia indica	Crape Myrtle	1	0	1
Ligustrum lucidum	Glossy Privet	5	2	2
Liquidambar styraciflua	Sweetgum	7	1	2
Magnolia grandiflora	Southern Magnolia	31	1	30
Maytenus boaria	Mayten	1	0	0
Pistacia chinensis	Chinese Pistache	1	0	0
Pittosporum undulatum	Victorian Box	1	0	0
Prunus spp.	Prunus	1	0	1
Pyrus kawakamii	Evergreen Pear	2	1	0
Quercus agrifolia	Coast Live Oak	4	4	1
Quercus ilex	Holly Oak	4	4	4
Washingtonia robusta	Mexican Fan Palm	1	1	0
	Total	**70**	**16**	**42**

TREE INVENTORY MAP

FIGURE 7

4.4.3 Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	1, 2, 3
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1, 2, 3
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	1, 2, 3
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1, 2, 3
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1, 2, 3, 4, 9, 10
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1, 3, 11

4.4.3.1 *Impacts to Special Status Plants and Animals*

The project site is located in a developed urban area, and lacks suitable habitat for the special-status species that have been identified in Mountain View. Development of the project would not result in impacts to special status species or sensitive habitats.

Impacts to Nesting Birds

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. Although unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game Code.

The project would remove 68 trees from the project site including 15 Heritage trees. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

In compliance with the MBTA and the California Fish and Game Code, the proposed project shall implement the following measures, as required by City standard conditions of approval, to reduce or avoid construction-related impacts to nesting raptors and their nests.

Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests.

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet or active nests – with particular emphasis on nests of migratory birds – if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with City staff as appropriate, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

4.4.3.2 *Impacts to Trees and Landscaping*

The project site currently supports 70 existing landscaping trees. The proposed project would remove 69 trees, including 15 Heritage trees, to facilitate the redevelopment of the site. A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the site under a development permit.

The project would include the planting of street trees and landscaping along Mora Drive and internal streets of the project site.

To reduce the impacts of the loss of Heritage trees the following measures are included in the project as conditions of approval.

Replacement: The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 30 replacement trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.

Tree Mitigation and Preservation Plan: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32: Articles I and II of the Mountain View City Code and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

4.4.4 Conclusion

The project will have a less than significant impact on biological resources with implementation of the measures included in the project as standard City conditions of approval. **[Less Than Significant Impact]**

4.5 CULTURAL RESOURCES

4.5.1 Existing Setting

4.5.1.1 *Prehistoric Resources*

For the most recent 2030 General Plan update, a records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), including an examination of the official records and maps for archaeological sites and surveys in Santa Clara County, as well as a review of the National Register of Historic Places, the California Register of Historical Resources, the California Inventory of Historic Resources, California State Landmarks, California Points of Historical Interest, the Directory of Properties in the Historical Resources Inventory, Caltrans Local Bridge Surveys, and secondary sources pertaining to state and local prehistory and history. Based upon the research, archaeological resources were not identified on the project site.

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamyen and Ramaytush languages.

Ten recorded archaeological resources are recorded within Mountain View, according to the Mountain View 2030 General Plan EIR. A prehistoric site has been recorded north of Mora Drive, near the Caltrain tracks, in the vicinity of the project location. The project site has been previously disturbed for construction and development of the multiple light industrial buildings currently on the project site on the site.

Areas that are near natural water sources, e.g., riparian corridors and tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is not considered to be within an archaeologically sensitive area.

The project site is flat, has been developed for many years, and does not contain any unique geologic features.

4.5.1.2 *Historic Resources*

The existing light industrial buildings on the project site were constructed between the 1960's and 1970's. None of the buildings on the project site have been identified as historic properties in the City of Mountain View, or as eligible properties for the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). No historic buildings or structures are located on or adjacent to the site.

4.5.1.3 *Paleontological Resources*

According to the 2030 General Plan EIR, no paleontological resources have been documented in the vicinity of the project site.

4.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1, 2, 3
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	1, 2, 3
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1, 2, 3
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1, 2, 3

4.5.2.1 *Prehistoric Resources Impacts*

Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could result in an impact. The project will be required to comply with City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown cultural resources.

Discovery of Archaeological Resources. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find shall halt until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the

disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

4.5.2.2 *Historic Resources Impacts*

The proposed project would demolish and remove all existing buildings on the site, as well as pavement, a number of trees, utilities, and other improvements.

The light industrial buildings on site are not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance (including recent city-wide historical surveys). For these reasons, the demolition of these buildings and other site clearing activities would have a less than significant impact on historic resources.

4.5.2.3 *Paleontological Resources Impacts*

Although no paleontological resources have been identified in the vicinity of the project site and the likelihood of encountering buried paleontological resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could result in an impact. The project will be required to comply with City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown paleontological resources.

Discovery of Paleontological Resources: In the event that a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

4.5.3 Conclusion

With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant cultural resources impact. **[Less Than Significant Impact]**

4.6 GEOLOGY

4.6.1 Regulatory Background

A number of laws and regulations related to geology and soils would apply to the proposed development on the project site, including the following:

The **Alquist-Priolo Earthquake Fault Zoning (AP) Act** was passed into law following the destructive 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep.

The **Seismic Hazards Mapping Act (SHMA)** was passed in 1990 following the 1989 Loma Prieta earthquake by the California Legislature to protect the public from the effects of strong ground shaking, liquefaction, landslides and other seismic hazards. The SHMA established a state-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the CGS is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides: primarily the central San Francisco Bay Area and Los Angeles basin.

4.6.2 Existing Setting

4.6.2.1 *Regional Geology*

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

4.6.2.2 *Seismicity and Seismic Hazards*

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in the project area are the San Andreas Fault, located approximately 6.5 miles southwest of the site, and the southeast extension of the Hayward Fault and the main Hayward Fault, which are located approximately 12.5 to 14 miles northeast of the site, respectively. These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. The smaller Monte Vista-Shannon Fault is located approximately 3.5 miles south of the project site.

The Association of Bay Area Governments (ABAG) reported that the Working Group on California Earthquake Probabilities (2003) estimated that there is a 62 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2002 and 2031. A moderate to major earthquake on the San Andreas Fault is most likely to generate the strongest ground shaking at the site.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The project site is not located in a state-designated Liquefaction Hazard Zone or located in a Santa Clara County Liquefaction Hazard Zone. Therefore, the site would not be subject to liquefaction hazards such as differential settlement.

4.6.2.3 *Site Topography and Soils*

The site is relatively flat, although the property slopes towards the north/northwest. The site elevation is approximately 54 feet above mean sea level (MSL).

The project site is primarily underlain by Urbanland-Campbell complex and Urbanland-Clear Lake complex soils. These soils are alluvium soils derived from metamorphic or sedimentary rock.[9] These soils have a moderate to very high shrink/swell potential and are considered expansive soils.

The nearest waterway to the project site is Permanente Creek, which is contained in an engineered channel approximately 2,800 feet to the east of the project site. Permanente Creek flows northwards towards San Francisco Bay, which is located approximately 2.3 miles north of the project site.

Groundwater

Groundwater below the project site is present within three aquifers referred to as Zone A, Zone B, and Zone C.[10]

Zone A is comprised of silty to sandy clays interbedded with one to four inch thick lenses of sand, and is the shallowest aquifer. Zone A is unconfined and extends from the top of the groundwater table (approximately 10 to 15 feet below grade surface (bgs)) to the top of a clay layer at 20 to 25 feet bgs.

[9] United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California Western Part." Accessed February 19, 2015. Available at: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

[10] Cornerstone Earth Group. *Mora Drive Residential Development Hazardous Materials Summary Memo*. February 12, 2015.

Zone B is a semi-confined aquifer and extends to an approximate depth of 60 feet, consisting of coarser sediments, primarily sand and gravel. Zone B appears to be separated from the underlying Zone C by a clay layer encountered at approximately 60 to 65 feet. Zone C extends below 65 feet bgs. Groundwater flows generally toward the north.

4.6.3 Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	1, 3, 12, 13
b) Strong seismic ground shaking?	☐	☐	☒	☐	1, 3, 12, 13
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1, 3, 12, 13
d) Landslides?	☐	☐	☐	☒	1, 3, 12, 13
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	1, 12
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1, 12
4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1, 12
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1

4.6.3.1 *Geologic and Soils Impacts*

The project site would not be exposed to slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Grading and excavation would occur to prepare the project site for new construction. The project does not propose any below grade development.

Following demolition of the existing buildings, DTSC would excavate and remove contaminated soil on the Plessey Micro Science portion of the project site prior to construction of new residential units. DTSC estimates that approximately 6,000 cy of contaminated soil located beneath the existing buildings would be excavated from the project site following demolition. An equivalent volume of clean fill would be imported to the site. The project proposes up to an additional 5,000 cy of soil excavation and removed from other areas of the site, and clean fill imported to replace the volume removed. Up to a total of 11,000 cy of soil would be removed as part of the site remediation and construction. Details about removal and export of contaminated soils and measures included in the project to protect workers and future residents are discussed in *Section 4.8., Hazards and Hazardous Materials*.

The proposed project will be designed and constructed in accordance with standard engineering safety techniques and in conformance with a final design-specific geotechnical report prepared for the site, reducing any potential substantial hazards from soil conditions. Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities to insure conformance with the required design specifications will be required as a condition of approval:

Geotechnical Report: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project.

Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

4.6.3.2 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage the building and basement garage and threaten residents and occupants of the proposed development.

Liquefaction

The project area is not located in a Santa Clara County Liquefaction Hazard Zone.

To avoid or minimize potential damage from seismic shaking all portions of the project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2014) California Building Code. Specific recommendations contained in the geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

4.6.4 Conclusion

With the use of standard engineering and seismic design techniques and conformance with regulatory standards, construction of the proposed building and underground garage would result in less than significant geology or soils impacts, and would not significantly expose people or structures to adverse seismic risks. **[Less Than Significant Impact]**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction and Regulatory Background

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

4.7.1.1 *State of California*

AB 32 and CEQA

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill (AB) 32), which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020. In June 2005, the Governor of California signed Executive Order S-3-05 which identified CalEPA as the lead coordinating State agency for establishing climate change emission reduction targets in California. Under Executive Order S-3-05, the state plans to reduce GHG emissions to 80 percent below 1990 levels by 2050. Additional state law related to the reduction of greenhouse gas emissions includes SB 375, the Sustainable Communities and Climate Protection Act (see discussion below).

The California Natural Resources Agency, as required under state law (Public Resources Code Section 21083.05) amended the state CEQA Guidelines to address the analysis and mitigation of greenhouse gas emissions. In these changes to the CEQA Guidelines, Lead Agencies, such as the City of Mountain View, retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate or estimate greenhouse gas emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts.

As outlined in Section 15183.5 of the CEQA Guidelines (*Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*), public agencies also may analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions that has been adopted in a public process following environmental review. The City of Mountain View adopted a Greenhouse Gas Reduction Program as a part of its General Plan Update on July 10, 2012 (refer to *Section 4.7.1.3*, below).

Senate Bill 375

Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Protection Act of 2008, requires regional transportation plans to include a Sustainable Communities Strategy (SCS) that links transportation and land use planning together into a more comprehensive, integrated process. The SCS is a mechanism for more effectively linking a land use pattern and a transportation

system together to make travel more efficient and communities more livable. The result is reduced greenhouse gas emissions from passenger vehicles along with other benefits.

In 2010, the California Air Resources Board (ARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as mandated by SB 375. The target for the Bay Area is a seven percent per capita reduction in GHG emissions attributable to automobiles and light trucks by 2020 and a 15 percent per capita reduction by 2035. The base year for comparison of emission reductions is 2005.

Plan Bay Area is an integrated land use and transportation plan currently being prepared to meet the regional planning requirements under SB 375. This integrated plan includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP) with a SCS. *Plan Bay Area*, adopted in July 2013, is the Bay Area's first plan prepared in response to SB 375.[11]

4.7.1.2 *Bay Area Air Quality Management District*

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans: BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and decrease ambient concentrations of harmful pollutants. The most recent CAP also includes measures designed to reduce GHG emissions.

BAAQMD CEQA Air Quality Guidelines: BAAQMD's CEQA Air Quality Guidelines include thresholds of significance for GHG emissions, and provide additional guidance for tiering under CEQA. Under the CEQA Air Quality Guidelines, a local government may prepare a qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG Reduction Strategy and General Plan that address the project's GHG emissions, it can be presumed that the project will not have significant GHG emissions under CEQA.

4.7.1.3 *City of Mountain View 2030 General Plan, Greenhouse Gas Reduction Program, and General Plan and Greenhouse Gas Reduction Program EIR*

The City of Mountain View recently adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP), and certified the General Plan and Greenhouse Gas Reduction Program EIR. The General Plan is the guiding document for future growth of the City. The GGRP is a separate but complementary document and long-range plan that implements the greenhouse gas emissions reduction goals of the General Plan, and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the

[11] One Bay Area. "Plan Bay Area." 2012. Accessed November 7, 2013. Available at: http://onebayarea.org/regional-initiatives/plan-bay-area.html#.USz_lKK-qzk.

requirements of AB 32. The GGRP was evaluated in the certified 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Future individual development projects that comply with the GGRP can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

4.7.2 Existing Site

The site is developed with multiple light industrial buildings containing approximately 65,000 square feet of developed space. These uses generate moderate amounts of direct greenhouse gas emissions from vehicle trips made by the employees and visitors that utilize the property. Indirect GHG emissions occur from the usage of operational electricity, natural gas, water, and other sources.

4.7.3 Environmental Checklist and Discussion of Impacts

GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 2, 3
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 2, 3

4.7.3.1 *Thresholds of Significance*

Consistency with the GGRP*:* The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the 2030 Mountain View General Plan. In June 2010, the BAAQMD produced updated CEQA guidelines to implement the new State CEQA Guidelines on GHG emissions. The GGRP is also intended to meet the mandates as outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan. The GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP.

***Construction Emissions*:** The BAAQMD guidelines and the Mountain View GGRP do not suggest a threshold of significance for short-term construction-related GHG emission.

4.7.3.2 *Global Climate Change Impacts from the Project*

As described previously, the adopted City of Mountain View GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. In the GGRP, Mandatory Measure E-1.6, which reinforces the implementation of current codes would apply to the proposed residential project. The project also includes one of the voluntary measures in the GGRP (Measure E-1.4, Residential Energy Star Appliances). These measures and the project's consistency with them are listed in Table 4.7-1.

Table 4.7-1
Greenhouse Gas Reduction Program -- Measures Applicable to Project

Mandatory/ Voluntary	Measure	Consistency
Mandatory	Measure E-1.6: Exceed State Energy Standards in New Residential Development	The proposed project would exceed Title 24 requirements for energy efficiency by at least 15 percent. This includes installing high efficiency lighting.
Voluntary	Measure E-1.4: Residential Energy Star Appliances	The proposed project includes the use of Energy Star appliances, including refrigerators and dishwashers.

Based upon the inclusion of the applicable mandatory and voluntary measures, the project is consistent with the GHG reduction measures in the adopted Mountain View GGRP. The proposed project is, therefore, consistent with the Mountain View 2030 General Plan and the resulting greenhouse gas emissions targeted for reduction in the GGRP.

BAAQMD guidelines and the City of Mountain View GGRP do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. The project is relatively small and located on an infill project site that is in close proximity to building materials. For these reasons, construction activities would not result in a significant impact.

4.7.3.3 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century could include reduced water supply, impacts from sea level rise, increased days per year ozone pollution levels are exceeded, and increased electricity demand, particularly in the hot summer months. These effects are not likely to affect operation of the project during the foreseeable future. The project site is located inland from San Francisco Bay, and would not be affected by a projected sea level rise of up to 55 inches.[12]

[12] San Francisco Bay Conservation and Development Commission. Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay. 2008. Map. Available at: http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/south_bay.pdf . Accessed December 6, 2013.

4.7.4 Conclusion

The proposed multi-family residential project would not generate new greenhouse gas emissions considered to have a significant impact on global climate change. The location, density, and measures included in the project to reduce greenhouse gas emissions would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or the City of Mountain View. **[Less Than Significant Impact]**

4.8 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on a "Hazardous Materials Summary Review" prepared in May 2015 by *Cornerstone Earth Group*. This report is included in this Initial Study as Appendix C.

4.8.1 Introduction and Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Due to the fact that these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place designed to minimize the chance for unintended releases and/or exposures to occur. Other programs set forth remediation requirements at sites where contamination has occurred.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. State and federal construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

4.8.1.1 *Federal Laws and Regulations*

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other federal laws include:

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

4.8.1.2 *California Laws and Regulations*

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

4.8.1.3 *Local Regulations*

The routine management of hazardous materials in California is administered under the Unified Program. The Cal/EPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The Mountain View Fire Department coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed. The County of Santa Clara, Department of Environmental Health also provides oversight for underground fuel tank removals and contamination remediation under the Clean Water Act.

4.8.2 **Existing Setting**

Detailed results and locations of soil, soil vapor, groundwater testing, and monitoring wells are included in Appendix C.

4.8.2.1 *General Site History*

The approximately 5.15-acre project site was used for agricultural purposes during the 1930's and 1940's. By 1955, the western half of Mora Drive was constructed along with the current building at 2291 Mora Drive and, by 1960, the remainder of Mora Drive was constructed, including the current buildings at 111 Ortega Avenue and 2286 to 2296 Mora Drive. The remaining buildings were constructed between 1960 and 1965. Figure 8 shows the location of each building (including

address) located on the project site. The buildings located on site have historically been occupied by numerous commercial businesses, most notably by the Plessy Micro Science and Symtron Corporations.

4.8.2.2 *Plessey Micro Science Facility*

Facility History

The existing buildings on the north side of Mora Drive were formerly occupied by Plessey Micro Science (Plessey) from the mid-1960's to 1981 for the manufacture of printed circuit boards. Plessey conducted manufacturing activities in the buildings at 2274, 2276, 2280, 2286, 2294, and 2296 Mora Drive which encompasses approximately 1.0 acre. Operations also occurred outside of the Plessey areas in leased buildings on the south side of Mora Drive at 2257, 2283, 2287, and a parking lot at 2251 (Figure 8).

The existing buildings previously used by Plessey consist of one-story, concrete tilt-up structures with slab-on-grade floors. During the time Plessey used the site, four concrete underground storage tanks (USTs) were installed for the collection and neutralization of wastewater and rinse waters generated by the manufacturing process. One tank may have been used for the collection and reclamation of xylene, an industrial solvent.

In 1967, an aboveground tank (AST) located inside the building at 2276 Mora Drive ruptured and resulted in a 3,500 gallon chromic acid spill. The spill apparently flowed south onto Mora Drive and north onto the former TRW-Vidar property (currently developed with multi-family residential uses).

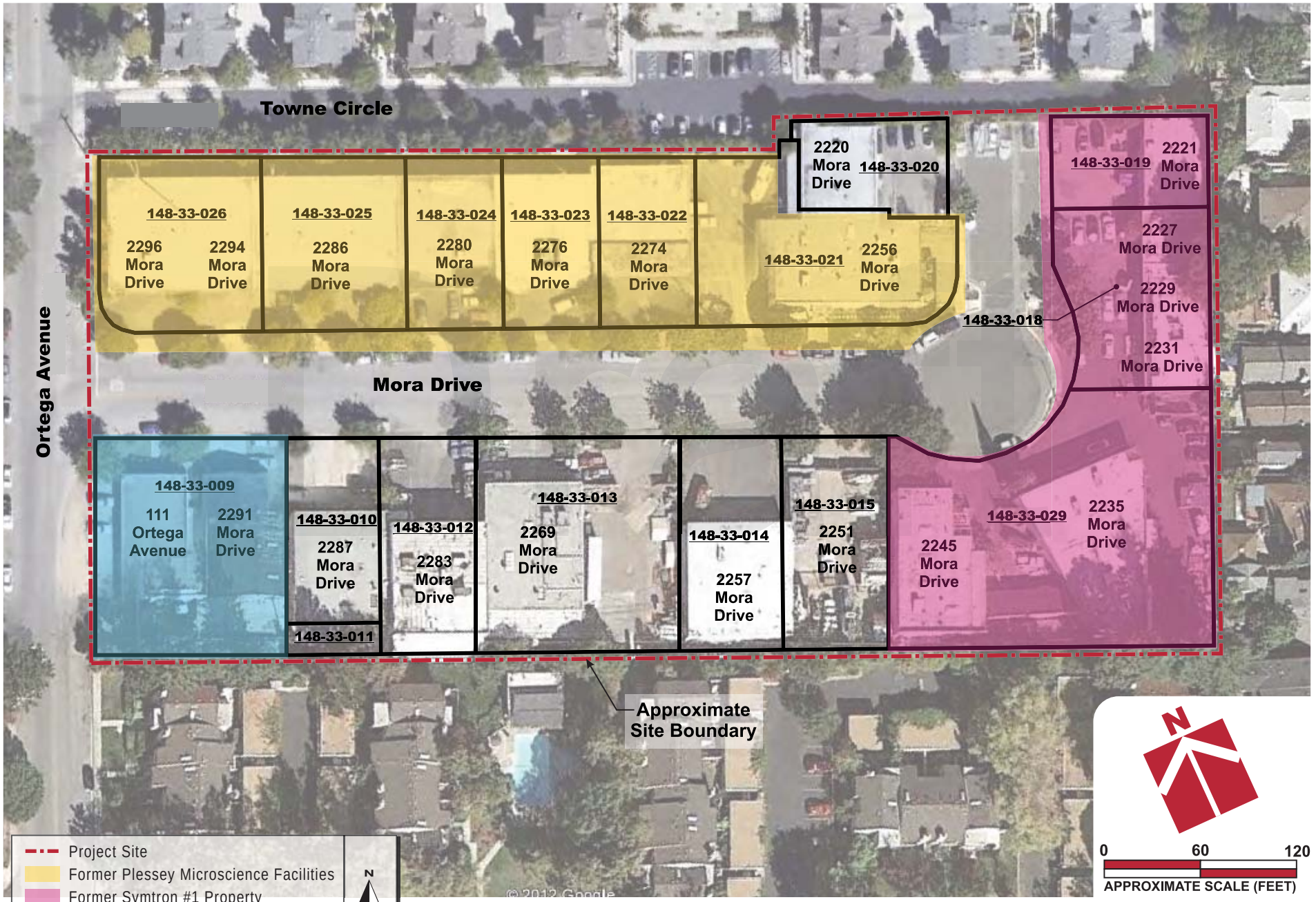
Plessy ceased operation at the project site in January 1981. In 1982, the four primary USTs were reportedly cleaned and backfilled with pea gravel. Plessey's activities resulted in the contamination of soil, soil vapor and groundwater with volatile organic compounds (VOCs).

Previous Remediation Activities

In 1987 DTSC issued a Remedial Action Order to Plessey for site investigation and cleanup. DTSC approved four Interim Remedial Measures (IRMs) for implementation at the site. The first two IRMs included removal of the USTs. During removal of the tanks in 1991, it was determined that they had not been cleaned. Water containing VOCs was encountered, along with debris, in the tanks. A fifth UST constructed of steel and sixth concrete UST were also identified at that time. There are no records of data regarding these last two tanks, and they may have not been associated with Plessey's operations.

Subsequent assessments of the site indicated that VOCs were present in the soil, soil vapor and groundwater and were migrating from the UST locations in a down-gradient northerly direction under the adjacent property to the north. The primary VOCs detected were perchloroethylene (PCE), trichloroethylene (TCE), cis-1,2-dichloroethylene (DCE), toluene, ethylbenzene and xylenes.

Approximately 455 cubic yards of VOC impacted soil from the UST excavations was removed, treated, and disposed off-site. Removal of soil impacted with hexavalent chromium was also completed.



FORMER FACILITIES LOCATION MAP

FIGURE 8

The other two IRMs included installation of a soil vapor extraction and treatment (SVET) system with most wells located on the adjacent property to the north (former TRW property), and a groundwater extraction and treatment (GWET) system using three B-zone (semi-confined aquifer extending to a depth of approximately 30-60 feet bgs) extraction wells with treatment by HP/UV light oxidation. The SVET and GWET were incorporated into the Remedial Action Plan which was approved by DTSC in May 1992.

In 1998 and 1999, the SVET system was shut down. Soil sampling indicated that the residential soil cleanup goals were achieved at the TRW property to the north within the well screen zone (approximately eight feet bgs to the water table). Elevated PCE concentrations were detected in a shallow soil sample and the area was subsequently remediated by soil excavation, aeration, and replacement. Approximately 300 cubic yards of shallow soil (depth less than five feet) was excavated in 1999 from an area on TRW's property located directly behind 2276 and 2280 Mora Drive.

In 1999, the TRW property to the north was sold to Ryland Homes for redevelopment as a residential property for townhouse construction. In June 2001, a Land Use Covenant was executed by DTSC and Ryland Homes that restricts the use of the groundwater at the property.

In 2000, Plessey prepared a plan for remediation that included installation of 10 A-zone (unconfined aquifer approximately 10-20 feet bgs) dual phase (soil vapor and groundwater) extraction (DPE) wells near the source area (former USTs location), and four groundwater extraction wells (two A-zone and two B-zone) down gradient at the northern boundary of the adjacent property. With the addition of the DPE and northern boundary wells, the system became known as the groundwater remediation system (GRS). The GRS began operation in 2002. The SVET system was restarted using the dual phase wells in 2004.

In 2003 groundwater extraction from several DPE wells was suspended because of biofouling that clogged the system. Plessey proposed to implement a hydrogen-releasing compound (HRC) injection pilot study to facilitate the biodegradation of VOCs. Prior to implementation of the HRC study, a soil assessment was conducted within the buildings at 2274 through 2280 Mora Drive to evaluate the contamination concentrations. Soil samples were collected at 42 locations. The greatest VOC concentrations were encountered at 2276 and 2280 Mora Drive. PCE was detected at up to 9,400 milligrams per kilogram (mg/kg), above the current cleanup goal of 2.6 mg/kg. PCE concentrations were greatest in samples collected closest to the surface at depths of one to 1.5 feet. Based on these findings, three horizontal and three vertical SVE wells were installed in 2005 to address shallow soil impacts beneath the buildings.

In 2005 approximately 6,000 pounds of HRC was injected at 2274 Mora Drive into 56 boreholes. The HRC injection was intended to expedite bioremediation of VOCs in groundwater. Additional HRC injections were completed at 2256 and 2276 Mora Drive in 2006.

Recent Remediation Activities

In 2009 Plessey notified the DTSC that they were going out of business. As a result, DTSC took over the operation and maintenance of the site.

Based on the recommendations of a five-year review in 2009, the GRS was shut down and in 2011 the system was fully decommissioned and removed. To minimize the potential for plume migration, the northern boundary extraction wells were modified to discharge directly to the sanitary sewer and were left for continued use as part of on-going groundwater monitoring.

DTSC began semi-annual groundwater monitoring in 2010, and continued through 2012, followed by quarterly monitoring. DTSC removed the GRS system from the interior of 2276 Mora Drive and all exterior above-ground equipment in 2012 and determined that operation of the system was no longer feasible.

In 2013 DTSC performed soil vapor monitoring in the alley behind 2276 to 2280 Mora Drive to evaluate conditions following discontinuation of the SVET. The results indicated that a source of VOCs remains beneath the buildings and soil remediation at the time of redevelopment most likely would be required. HRC injections into the groundwater around 2274, 2276 and 2280 Mora Drive were performed, followed by quarterly monitoring.

Based on the most recent five-year review report (2014), DTSC concluded that VOC concentrations have decreased significantly since cleanup began, but that remedial goals had not yet been achieved. DTSC is evaluating the effectiveness of HRC injections and will determine whether to continue injections or select an alternative injection method. Because of the change in the proposed remedy from groundwater and soil vapor extraction to in-situ injections, an amendment to the RAP is being prepared by DTSC.

DTSC concluded that the removal of the VOC source in soil will expedite the redevelopment of the project site and issued a contract for the evaluation of soil quality beneath the Plessey facility area. Because the project site has been rezoned for residential use, the current US EPA Regional Screening Levels (RSLs) for residential use will be selected as cleanup goals for the site. Contaminant source removal beneath the building and requirements for land use restrictions such as vapor mitigation would need to be described and included in the RAP Amendment.

4.8.2.3 *Symtron Corporation Facility*

Facility History

Symtron manufactured printed circuit boards on the project site between the mid-1970's to 1990. Symtron utilized facilities located at 2221, 2227-2231, 2235, 2245, 2291 Mora Drive and 111 Ortega Avenue. The DTSC designation for 2221-2245 Mora Drive is Symtron #1 and designation for 2291 Mora Drive and 111 Ortega Avenue is Symtron #2 (Figure 8).

During investigation of the up-gradient extent of the VOC plume at the Plessey property, groundwater monitoring wells were installed at the Symtron #1 and #2 properties. VOCs were

detected in groundwater samples collected from these properties, but at concentrations significantly less than concentrations reported beneath the Plessey source area. The DTSC identified Symtron as a potential user of VOCs and ordered Symtron to investigate whether their operations could have contributed to the known VOC contamination.

DTSC issued an Imminent and Substantial Endangerment order to Elexys International (formerly Symtron) and to Vidar Corporation (a division of TRW, Inc.) in 1997 requiring investigation and, if necessary, cleanup of the Symtron #1 property.

For the Symtron #2 property, a similar Imminent and Substantial Endangerment order was issued in 1998 to Sanmina Corporation (Sanmina acquired Elexsys International, Inc. [formerly Symtron] in November 1997).

Symtron #1

Symtron utilized various solvents included PCE, xylenes, and TCA, along with other hazardous materials. An outdoor wastewater treatment plant (WWTP) was located adjacent to 2245 Mora Drive. An outdoor final clarifier was also used adjacent to 2245 Mora Drive for liquid wastes that did not require pretreatment prior to sewage discharge.

In 1985, a chromic acid spill occurred on the eastern side of the 2235 Mora Drive building. Excavation and soil sampling was conducted to remove contaminated soil.

In 1991, Symtron initiated a facility closure plan. Soil and building samples were analyzed for metals, VOCs, cyanide, fluoride and pH. Hazardous materials and wastes were removed from the site and foundations within the 2235 and 2245 Mora Drive buildings were hydroblasted. Some contaminated subsurface soil from beneath one of the buildings was removed.

In 1994 the interior slabs of the 2235 and 2245 Mora Drive buildings were replaced. A sump in the WWTP and the clarifier were also evacuated of their contents and subsequently removed. The WWTP sump and clarifier removals were treated as UST removals, with similar permitting and sampling requirements.

The primary contaminants detected in soil and/or groundwater at the Symtron #1 property include metals (mainly lead and copper) and various VOCs.

Symtron #2

Symtron activities included laminating circuit boards at 2291 Mora Drive and drilling the boards at 111 Ortega Avenue. The laminating process involved small quantities of mold release solvent.

During the course of the investigation at the Plessey property, two wells were constructed on the northwest corner of the Symtron #2 property in 1988 to assess groundwater quality up-gradient from Plessey. VOCs, primarily PCE, were detected in groundwater above the drinking water maximum contaminant level (MCL) of 5 µg/L. PCE was also detected at concentration of 1.3 µg/kg in the soil sample collected during the drilling of the wells.

A Phase I Environmental Site Assessment of the Symtron #2 property in 1998 concluded that it was unlikely that Symtron operations on the property could be the source of the VOCs detected in the groundwater. A survey of the sanitary sewer line in front of the property and a qualitative passive soil gas screening was completed on and off the property to assess the potential source areas of VOCs to groundwater.
The screening survey indicated that the sewer line between the Plessey site and the former Symtron facility is a source of the VOCs and that the VOC concentrations increase with proximity to the Plessey site. The survey also indicated that a minor potential source of TCA may be present beneath the 111 Ortega Avenue building. Soil and groundwater samples were subsequently collected from the property at the request of DTSC and analyzed for metals and VOCs. No contamination source areas were identified at the Symtron #2 property.

Based on the soil and groundwater investigations, DTSC in 2001 concluded that operations at the Symtron #1 and #2 properties had not impacted the site groundwater. The state Envirostar database lists the current status of Symtron #1 and #2 cases as "no further action."

4.8.2.4 *Data Gap Evaluation*

Prior investigation of the Plessy and Symtron facilities included collection and laboratory analyses of soil, soil vapor, and groundwater samples from numerous areas on the project site. Based on information reviewed during the Phase I Environmental Site Assessment conducted in 2012 conducted by *Cornerstone Earth Group*, several areas of the site and prior site uses did not appear to be evaluated. The following data gaps were recommended for evaluation prior to residential redevelopment of the site:

- Prior Agricultural Activities: Soil sampling was recommended to evaluate the residual concentration of prior agricultural activities conducted on the project site.

- 2221 and 2227 Mora Drive: Evaluation of soil, soil vapor, and groundwater quality at the former chemical storage and maintenance buildings for Symtron located at buildings 2221 and 2227 Mora Drive was recommended. No records of prior sampling of those buildings was identified.

- 2287 Mora Drive: Evaluation of soil and soil vapor quality at 2287 Mora Drive, a former chemical storage building for Plessey, was recommended.

- 2291 Mora Drive: Prior investigations detected 190 µg/kg of PCE in soil samples collected at 2291 Mora Drive. Evaluation of soil vapor beneath or near this building was recommended.

- 2251 Mora Drive: Sampling existing monitoring wells located at 2251 Mora Drive, a former Plessey building converted to a landscaping contractor's yard, was recommended.

- 2235 Mora Drive: Total chromium (664 mg/kg) was detected in 1991 at 2235 Mora Drive below an air compressor shed at Symtron. Collection of additional soil samples at this location was recommended.

Data Gap Evaluation Results

Based on the recommendations of the Data Gap Evaluation, *Cornerstone Earth Group* completed additional soil and groundwater sampling at the project site in 2012. The results of the evaluation are provide below:

- Prior Agricultural Activities: Organochlorine pesticides (OCPs) were detected in soil samples below the residential RSLs. Arsenic, cadmium, mercury were not detected. Lead detected ranged from 4 mg/kg to 25 mg/kg, which is consistent with published background levels. Therefore, the project site was not significantly impacted by prior agricultural activities.

- 2221 and 2227 Mora Drive: Soils samples collected at 2221 and 2227 Mora Drive detected metals at concentrations consistent with typical background levels and/or below residential RSLs. Hexavalent chromium, polynuclear aromatic hydrocarbons (PAHs) or cyanide was not detected. No VOCs were detected in soil samples analyzed.

  Groundwater samples collected at 2221 and 2227 did not detect gasoline or oil range petroleum hydrocarbons. PCE (1.1µg/l) and TCE (0.31 µg/l) were detected below the MCL of 5 µg/L. Groundwater did not appear to be significantly impacted at 2221 and 2227 Mora Drive.

  Soil vapor probes located beneath the floors of 2221 and 2227 Mora Drive detected PCE at 3,400 $\mu g/m^3$ and 460 $\mu g/m^3$. The current residential RSL for PCE is 4,200 $\mu g/m^3$.

- 2287 Mora Drive: Soil samples collected at 2287 Mora Drive detected metals at concentrations consistent with typical background levels and/or below residential RSLs. Hexavalent chromium, PAHs or cyanide were not detected. The only VOC detected was PCE at a concentration of 0.013 mg/kg from a soil sample soil collected from a depth of 2.5 feet inside 2287 Mora Drive adjacent to a room that appeared to have been formerly used for hazardous storage. The concentrations of PCE is below the residential RSL of 8.1 mg/kg.

  PCE was detected in soil samples collected beneath 2287 Mora Drive at concentrations ranging from 5,900 $\mu g/m^3$ to 19,000 $\mu g/m^3$. TPHg was detected in samples at 13,000 $\mu g/m^3$ and 22,000 $\mu g/m^3$. Pockets of VOC impacted soil may be beneath the building.

- 2291 Mora Drive: PCE was detected at 3,500 $\mu g/m^3$ in soil vapor samples located adjacent to 2291 Mora Drive. The PCE may be associated with PCE reportedly detected in soil in 2001 beneath 2291 Mora Drive and/or PCE detected beneath the nearby 2287 Mora Drive building.

- 2251 Mora Drive: Groundwater samples collected from monitoring wells at 2251 Mora Drive detected PCE at 9.0 µg/l, 19 µg/l and 840 µg/l. TCE was detected in these wells at 7.4 µg/l, 1.9 µg/l and 290 µg/l. The MCL for PCE and TCE is 5 µg/L. Concentrations of PCE detected appear to be significantly lower than concentrations detected in previous sampling events. Analytical results suggested a potential source area for VOCs in the groundwater near these wells. Analyses of groundwater samples collected from wells located approximately 60 feet north and down gradient, however, indicated that the impacted groundwater appears limited in extent and may not be significantly contributing to the VOC-impacted groundwater associated

with the Plessey facility. Discussion with DTSC about additional groundwater remediation would be required.

Soil vapor samples collected from 2251 Mora Drive and near 2245 Mora Drive detected PCE at 15,000 µg/m^3 and 67,000 µg/m^3. In addition 61,000 µg/m^3 TPHg and 1,600 µg/m^3 TCE were detected. There is not a RSL for TPHg. The residential ESL for TPHg is 300,000 µg/m^3. The residential RSL for TCE is 210 µg/m^3. The PCE and TCE detected may be associated with pockets of VOC impacted soil remaining beneath 2245 Mora Drive and/or former activities at 2251 Mora Drive.

- 2235 Mora Drive: Soil samples collected outside 2235 Mora Drive did not detect total petroleum hydrocarbons in the oil range or polychlorinated biphenyls (PCBs). Concentrations of total chromium detected in soil samples ranged from 66 mg/kg to 140 mg/kg part per million (ppm). Concentrations are consistent with background levels. Hexavalent chromium was not detected. The residential RSL for chromium (trivalent) is 12,000 mg/kg. Therefore, soils at the former compressor area do not appear to be significantly impacted from prior activities.

Detections of VOCs and TPHG in soil vapor samples indicated the presence of pockets of impacted soil and/or groundwater that may require removal/remediation prior to regulatory agency approval of the site for residential redevelopment.

4.8.2.5 *Lead-based Paint and Asbestos-Containing Materials (ACM)*

Lead-based paint was commonly used in the construction of buildings prior to being phased out of use in California starting in 1978. Because the existing on-site buildings were constructed prior to this date, these buildings may contain lead-based paint. To date, the buildings have not been sampled for lead-based paint.

Based on their age, several of the buildings on site may have been constructed with asbestos containing materials (ACM).

4.8.2.6 *Other Hazards*

The proposed project site is over two miles from the Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport. The project site is located in a developed urban area and is not located in a very high hazard zone for wildland fires.

4.8.3 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1, 14
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	1, 14
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1, 14
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	1, 14
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1, 3
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1, 3
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1, 3

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1

4.8.3.1 *On-Site Sources of Contamination: Prior Agricultural Use*

The site was formerly used for agricultural purposes including greenhouses and row crops. The Phase I ESA prepared in 2014 concluded that pesticides from prior agricultural use was a Recognized Environmental Condition (REC). Based on laboratory analyses of soil samples collected in 2012, the soils on site do not appear to be significantly impacted by prior agricultural use.

Although most shallow soils on the site would be removed during excavation and construction, construction workers and future residents may still encounter these materials, should they be present.

Impact HAZ-1: Hazardous materials contamination from previous agricultural uses could be present in site soils. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers and future residents to encounter hazardous materials contamination from past agricultural uses, the following mitigation measure is included in the project.

MM HAZ-1.1: A Pesticide Mitigation Plan shall be prepared for DTSC's review and written approval; the Pesticide Mitigation Plan will provide a summary of all available pesticide and metal data, determine if an appropriate number of samples were analyzed to adequately characterize the topsoil, and evaluate the potential risk to human health in a residential scenario using a 10^{-6} cancer risk level, and shall use the US EPA residential screening levels to interpret the 10^{-6} cancer risk level. The Pesticide Mitigation Plan shall provide for appropriate mitigation, if any, to reasonably protect residential users. DTSC's written approval of the Pesticide Mitigation Plan shall be provided to the City.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.2 *On-Site Sources of Contamination: Plessey Facility*

The buildings on the north side of Mora Drive were formerly occupied by Plessey Micro Science from the mid-1960's to 1981 for the manufacture of printed circuit boards. Plessey's activities resulted in the contamination of soil, soil vapor and groundwater with VOCs. Contamination concentrations, consisting mainly of VOCs, remain in soil at concentrations that exceed established cleanup levels.

Current remediation and monitoring efforts are being performed by DTSC with funding provided by Plessey. Following demolition of the existing structures, DTSC would remove approximately 6,000 cy of soil impacted with VOCs prior to construction of the residential development. Redevelopment of the site, including demolition of existing buildings, without coordination with DTSC could delay current remediation efforts and could expose construction workers and future residents to hazardous materials.

Impact HAZ-2: Hazardous materials contamination from previous industrial use is present in groundwater and on-site soils. **[Significant Impact]**

Mitigation Measures: To continue remediation of the site and protect construction workers and future residents from potential exposure to hazardous materials, the following mitigation measures are included in the project.

MM HAZ-2.1: The project developer and subsequent property owners shall cooperate with DTSC for the on-going remediation/monitoring activities at the project site. The site shall be developed in a manner that will allow access for continued remediation and monitoring activities by DTSC. The locations of future groundwater monitoring wells and other remediation infrastructure shall be incorporated into the development plans.

MM HAZ-2.2: The developer shall comply with requirements of DTSC and record a Covenant and Environmental Restriction on the property (deed restriction) in accordance with the requirements of California Civil Code Section 1471. The deed restriction will prohibit extraction of groundwater for purposes other than monitoring or remediation.

MM HAZ-2.3: The City of Mountain View shall comply with the requirements of DTSC to provide access to install, maintain, and eventually remove, groundwater monitoring wells and equipment on the 0.45-acre parcel that will be dedicated to the City for use as a public park.

MM HAZ-2.4: During demolition of floors, foundations, and utilities at the Plessey site, an Environmental Professional shall be present on a full-time basis to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling is needed, based on visual and monitoring results.

MM HAZ-2.5: Contaminant concentrations consisting mainly of VOCs remain in the soil at concentrations that exceed established cleanup levels at the Plessey site.

Contaminated soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant concentrations in the confirmation samples exceed residential screening levels, the soil shall be remediated to the lower of then-current restrictions or a land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in these areas; and shall require future excavation be conducted in these areas only upon written approval by the DTSC and in accordance with a Site Management Plan (SMP). The SMP shall be submitted to the City and the Santa Clara County Department of Environmental Health for review and approval.

MM HAZ-2.6: Contaminant concentrations associated with the 0.45-acre parcel that would be dedicated to the City for use as a public park shall not exceed residential screening levels or any level that would preclude the use of the parcel as a public park. A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

The project site is impacted with elevated concentrations of VOCs in the shallow groundwater, soil and soil vapor. There may be a potential health risk associated with long-term exposure of VOCs to future residents through the vapor intrusion pathway in the future buildings overlaying the shallow soil, soil gas and groundwater contamination.

Impact HAZ-3: Elevated concentrations of VOCs in the shallow groundwater, soil and soil vapor could expose future residents to potential health risks associated with long-term exposure to VOCs. **[Significant Impact]**

Mitigation Measures: To protect future residents from potential exposure to VOCs, the following mitigation measures are included in the project.

MM HAZ-3.1: The developer shall complete a Vapor Intrusion Investigation Work Plan. This plan shall include soil vapor sampling in the areas of concern. The developer shall then prepare a Vapor Intrusion Mitigation Plan (VIMP) that reflects the results of the investigation and implement the VIMP, including any long-term operation and maintenance. The VIMP shall use a 10^{-6} cancer risk level and shall use the US EPA residential screening levels to interpret the 10^{-6} cancer risk level. The developer shall provide DTSC's written approval on the Investigation Work Plan and the VIMP to the City.

MM HAZ-3.2: The developer shall install vapor intrusion mitigation systems beneath all buildings to effectively eliminate vapor intrusion. The mitigation system shall either be an active or passive sub-slab depressurization system. The developer shall also provide measures in the VIMP to confirm the vapor intrusion mitigation system works as designed. The developer shall provide financial assurances of adequate funds for long-term operation and maintenance, if required by the VIMP.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.3 *On-Site Sources of Contamination: Symtron Facility*

At the former Symtron properties, although VOCs and metal have been detected in soil and/or groundwater, the detected concentrations have generally been lower than those encountered at the Plessey site. Based on the available data, the DTSC is not currently requiring additional remedial measures at the Symtron properties. However, pockets of impacted soil may be present beneath buildings.

Impact HAZ-4: Contaminated soils could be encountered during the demolition of the Symtron properties. **[Significant Impact]**

Mitigation Measures: To protect construction workers and future residents from soils that could be contaminated by hazardous materials the following mitigation measures are included in the project.

MM HAZ-4.1: During demolition of floors, foundations, and utilities at the Symtron properties, an Environmental Professional shall be present on the project site to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed, based on visual and monitoring results.

MM HAZ-4.2: If concentrations of contaminants of potential concern are detected at the Symtron properties that exceed the lower of the then-current RWQCB or US EPA residential screening levels, the soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant concentrations in the confirmation samples exceed residential screening levels, written approval shall be obtained from the DTSC to leave impacted soil in place. Or, the soil shall be remediated to the lower of the then-current RWQCB or US EPA residential screening levels. If the soil is left in place, a deed restriction or land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in these areas; and shall require future excavation to be conducted in these areas only upon written approval by the DTSC and in accordance with a SMP.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.4 *On-Site Sources of Contamination: Overall Site*

The Phase I ESA prepared in 2014 provided the recommendation for additional investigation and/or remediation of the non-Plessey portion of the project site in order to evaluate the extent of soil excavation activities or other mitigation measures that may be necessary for redevelopment.

Impact HAZ-5: Contaminated soils could be encountered during the redevelopment of the non-Plessey portion of the project site. **[Significant Impact]**

Mitigation Measures: To protect construction workers and future residents from soils that could be contaminated by hazardous materials the following mitigation measures is included in the project.

MM HAZ-5.1: The developer shall evaluate the extent of soil excavation activities and/or identify other mitigation measures that may be necessary for redevelopment of the site. A site redevelopment report addressing this recommendation shall be submitted to DTSC and the City for review and comment.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

Contaminated soils, soil vapor, groundwater or other materials occur in multiple locations at the project site. Existing buildings and shallow soils would be removed during redevelopment of the project site. The project anticipates up to 5,000 cy of soil on the non-Plessey portion of the site may need to be removed during remediation and site development. Construction workers may be exposed or encounter these materials.

Impact HAZ-6: Contaminated soils, soil vapors, groundwater or other materials could be encountered during redevelopment of the project site. **[Significant Impact]**

Mitigation Measures: To protect construction workers from materials that could be contaminated by hazardous materials, the following mitigation measures are included in the project.

MM HAZ-6.1: A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in contaminated materials. Workers conducting site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor will be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City and DTSC.

MM HAZ-6.2: An SMP shall be developed to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials during construction and for operation and maintenance of the entire project site. These documents shall be provided to the DTSC for review and written approval; its measures shall be incorporated into the project design documents. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental

Professional shall assist in the implementation of the SMP and shall perform full-time observation services during demolition, excavation, grading, and trenching activities. The SMP shall include the protocols, means and methods to implement the following, as appropriate:

- Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the project site.

- Prior to the start of any construction activity that involves below-ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the contractors for their review, and each contractor shall provide such information to its subcontractors.

- Measures shall be described to minimize dust generation, stormwater runoff, and tracking of soil off–site.

- Demolition activities shall be performed in a manner to minimize airborne dust.

- If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives. The pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose of groundwater also shall be presented.

- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described.

- Decontamination procedures shall be established and implemented by the contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.

- Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction, excavating or utility trenching) to document the effectiveness of dust control measures and the presence of VOCs.

- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.

- Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be

assumed contaminated. All soil excavated and transported from this Site shall be appropriately disposed at a permitted facility.

- Stockpiling protocols shall be developed for "clean" and "impacted" soil.

- Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.

- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be identified.

- Methods to mitigate for vapor intrusion of VOC vapors into the planned buildings shall be discussed in a Vapor Intrusion Mitigation Plan to be submitted by the developer.

- Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below-ground utility lines and/or structures (e.g., the potential for corrosion due to subsurface contamination), which shall also be incorporated into the project design documents.

- Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on the project site and at all locations where the utility trenches extend off-site. Utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. These measures shall be incorporated into the project design.

- Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil heavy duty plastic to help prevent site infiltration.

Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP. The report shall contain a summary of: 1) vapor monitoring; 2) perimeter air monitoring; 3) soil and groundwater sampling and associated analytical testing; 4) the sources, quantity and quality of imported soils; 5) the installation of the vapor intrusion mitigation system; and 6) variances to the SMP. This report shall be submitted to the DTSC. Management and monitoring activities described in the SMP may be modified by the DTSC at any time in response to monitoring results. Written approval of the completion of the report by the DTSC shall be provided to the City prior to

obtaining building occupancy permits.

MM HAZ-6.3: A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

Existing Structures, Demolition and Disposal

Based on the age of the existing on-site buildings, asbestos-containing materials (ACM) and lead-based paint may be present in building materials. Building demolition could result in the release of these materials to the environment, if appropriate control measures are not implemented.

Impact HAZ-7: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following mitigation measures are included in the project.

MM HAZ-7.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- A facility closure inspection shall be completed for Photo-Graphics (2274 Mora Drive) and Simon Printing (2276 Mora Drive) by the City's Fire and Environmental Protection Division prior to issuance of a demolition permit.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.5 *Impacts from Site Remediation*

Based on the level of contamination and results of prior remediation efforts, DTSC is currently evaluating remedial measures to be implemented on approximately 1.0 acre of the Plessey Micro Science portion of the project site. Activities being considered include excavation of contaminated soil beneath buildings, in situ enhanced reductive dechlorination injections (e.g., HRC, etc.), and monitored natural attenuation of groundwater. The anticipated remedial approach also includes: (a) institutional controls (e.g., land use covenants) to prevent groundwater use until groundwater goals are achieved, and; (b) engineering controls (e.g., vapor intrusion mitigation system) to minimize the potential for vapor intrusion to indoor air.

Existing buildings are scheduled to be removed by the developer in 2015. Following demolition, DTSC will excavate contaminated soil located beneath the structures. DTSC anticipates that soil excavation will not exceed the footprint of the buildings and will extend in depth to the top of the shallow groundwater zone (approximately 12 to 15 feet below ground surface). DTSC estimates approximately 6,000 cy of contaminated soil would need to be removed from the site. The excavation and disposal will consist of removing all impacted soil that exceeds residential cleanup goals. Contaminated soil and any waste concrete will be transported to an appropriate, permitted, off-site facility for disposal. Soil sampling and analysis will be conducted by DTSC to verify that remedial goals are met.

HRC will be injected into the groundwater to provide an electron donor source for enhanced anaerobic biodegradation of the chlorinated VOCs. Injection sites will be located within the footprint of the demolished buildings and at the location of previous injections. Injections will be conducted in both the A and B aquifer zones. Twenty to forty injection borings will be advanced, with an estimated 5,000 to 10,000 pounds of HRC to be injected into the subsurface. Injections may occur in two or more phases (supplemental injections) based on the amount of HRC needed to significantly reduce VOC concentrations in groundwater. Following injections, monitored natural attenuation will be conducted to evaluate the continued dechlorination of VOCs. DTSC estimates that soil excavation and removal and in situ injections could be completed within a 3-month period, followed by groundwater monitoring for a 2-year period.

Prior to implementation of the post-demolition remedial activities, DTSC will prepare a Remedial

Design and Implementation Plan (RDIP). The RDIP is a detailed design documents describing the implantation steps of cleanup methods selected in the RAP Amendment. The RDIP will include protocol for mitigating potential vapor and dust emissions during the contaminated soil excavation, loading and transportation activities. The RDIP will describe VOC emissions related to the excavation of contaminated soil and identify appropriate methods of control. Measures included in the project such as MM AQ-1 and MM AQ-2 described in Section 4.3., Air Quality, may be included in the RDIP to reduce vapor and dust emissions. Additional measures may be included to ensure that additional VOC emissions are not emitted. The RDIP will also describe the location, methods, goals and duration of the planned post-demolition in situ enhanced biodegradation groundwater injections and monitored natural attenuation.

4.8.3.6 *Hazardous Materials Use by Proposed Uses*

The project proposes to construct 75 new residential units and provide 0.45-acres to the City to be developed into a public park. Based on the proposed use, hazardous substances that may be used on site during normal household activities could include substances for house cleaning, vehicle maintenance, and landscaping. Materials such as solvents, paints, and fuels would also be utilized during project construction. Small quantities of paints, solvents, and fuels would also be used for the construction and for maintenance of the public park.

Compliance with applicable federal, state, and local handling, storage, and disposal requirements would ensure that no significant hazards to the public or the environment are created by the routine transport, use, or disposal of these substances. The use of small quantities of hazardous materials necessary to construct the project and park and for routine maintenance of the public park, used and handled in conformance with applicable laws, would result in a less than significant impact.

4.8.3.7 *Off-site Hazards*

The hazardous materials database report prepared for the project did not identify any sites of concern within one-half mile. There are no documented releases of hazardous materials to the environment from sites within this area that are likely to adversely affect the project site. Based on this information and the distance of known contaminated sites relative to the subject property, the potential to impact the project site is considered to be low.

The proposed project site is over two miles from Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport.

The project site is located in a developed urban area and would not expose people or structures to wildland fires. These hazards would not present a significant impact to those living or working at the project site.

4.8.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: Hazardous	Significant	**MM HAZ-1.1:** A Pesticide	Less Than

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
materials contamination from previous agricultural uses could be present in site soils.		Mitigation Plan shall be prepared for DTSC's review and written approval; DTSC's written approval of the Pesticide Mitigation Plan shall be provided to the City.	Significant
Impact HAZ-2: Hazardous materials contamination from previous industrial use is present in groundwater and on-site soils.	Significant	**MM HAZ-2.1:** The project developer and subsequent property owners shall cooperate with DTSC for the on-going remediation/ monitoring activities at the project site. **MM HAZ-2.2:** The developer shall comply with requirements of DTSC and record a Covenant and Environmental Restriction on the property (deed restriction) in accordance with the requirements of California Civil Code Section 1471. **MM HAZ-2.3:** The City shall comply with DTSC to provide access and install groundwater monitoring wells on the 0.45-acre parcel to be used as a public park. **MM HAZ-2.4:** During demolition of floors, foundations, and utilities at the Plessey site, an Environmental Professional shall be present on a full-time basis. **MM HAZ-2.5:** Contaminant concentrations consisting mainly of VOCs remain in the soil at concentrations that exceed established cleanup levels at the Plessey site. Contaminated soil shall be appropriately disposed off-site, left in place, or remediated following DTSC guidance and approval. A SMP shall be prepared and submitted to the City and the Santa Clara County Department of Environmental Health for review and approval. **MM HAZ-2.6:** Contaminant concentrations associated with the 0.45-acre parcel that would be provided to the City for use as a	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		public park shall not exceed screening levels that would preclude the use of the parcel as a public park. The SMP shall be submitted to DTSC for review and approval.	
Impact HAZ-3: Elevated concentrations of VOCs in the shallow groundwater and soil vapor could expose future residents to potential health risks associated with long-term exposure to VOCs.	Significant	**MM HAZ-3.1:** The developer shall complete a Vapor Intrusion Investigation Work Plan and Vapor Intrusion Mitigation Plan (VIMP) that shall be approved by DTSC and the City. **MM HAZ-3.2:** The developer shall install vapor intrusion mitigation systems beneath all all residential buildings as identified in the VIMP. The developer shall provide financial assurances for long-term operation and maintenance of the vapor mitigation systems.	Less Than Significant
Impact HAZ-4: Contaminated soils could be encountered during the demolition of the Symtron properties.	Significant	**MM HAZ-4.1:** During demolition of floors, foundations, and utilities at the Symtron properties, an Environmental Professional shall be present on the project site on full-time basis. **MM HAZ-4.2:** Contaminated soil shall be appropriately disposed off-site, left in place, or remediated following DTSC guidance and approval.	Less Than Significant
Impact HAZ-5: Contaminated soils could be encountered during the redevelopment of the non-Plessey portion of the project site.	Significant	**MM HAZ-5.1:** The developer shall evaluate the extent of soil excavation activities and/or identify other mitigation measures that may be necessary for redevelopment of the site. A site redevelopment report shall be submitted to DTSC and the City for review and approval.	Less Than Significant
Impact HAZ-6: Contaminated soils, soil vapors, groundwater or other materials could be encountered during redevelopment of the project site.	Significant	**MM HAZ-6.1:** A Health and Safety Plan (HSP) shall be developed by an Environmental Professional and submitted to DTSC and the City for approval. **MM HAZ-6.2:** A Site Management Plan (SMP) shall be developed by the	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		developer's Environmental Professional and submitted to the DTSC and City for review and approval. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP. Written approval of the completion of the report by the DTSC shall be provided to the City prior to obtaining building occupancy permits. **MM HAZ-6.3:** A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City.	
Impact HAZ-7: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	Significant	**MM HAZ-7.1:** The proposed project shall implement measures to reduce hazardous materials impacts related to ACMs and lead-based paint, as required by local, state, and federal laws. A facility closure inspection shall also be completed.	Less Than Significant

4.8.5 Conclusion

With implementation of the mitigation measures listed above, the proposed project would not result in significant hazardous materials impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Regulatory Background

4.9.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that has a one in one hundred (one percent) chance of being flooded in any one year based on historical data. Portions of the City are identified as special flood hazard areas with a one percent annual chance and two percent annual chance of flooding (also known as the 100-year and 500-year flood zones) as determined by the FEMA NFIP.

4.9.1.2 *Water Quality (Nonpoint Source Pollution Program)*

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Mountain View area is the San Francisco Regional Water Quality Control Board (RWQCB).

Statewide Construction General Permit

The State Water Resources Control Board has implemented a NPDES General Construction Permit (CGP) for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP, which became effective July 1, 2010, includes additional requirements for training, inspections, record keeping, reporting, and for projects of certain risk levels, monitoring. This project will be required to comply with the CGP.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that create or replace more than 10,000 square feet of impervious surfaces are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments

to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities. Due to the existing site groundwater contamination (described previously in *Section 4.8, Hazardous Materials)*, LID treatment controls will be selected, designed, and constructed in a way that will minimize the potential to adversely affect the site.

This project will disturb more than 10,000 square feet and is, therefore, subject to the requirements of the MRP.

Impaired Water Bodies (Section 303(d))

Pursuant to the Clean Water Act Section 303(d), the State of California assesses the water quality of the state's waterways to determine if they contain pollutants in concentrations that exceed federal standards. Total Maximum Daily Load (TMDL) programs are established by the State and Regional Water Quality Control Boards (RWQCB) for waterways that exceed these limits. A TMDL is a calculation of the maximum amount of a pollutant that body of water can receive and still meet water quality standards. A body of water is deemed 'impaired' if, despite the use of pollution control technologies, pollutant concentrations exceed the standards.

4.9.2 Existing Setting

4.9.2.1 *Flooding*

The nearest waterway to the project site is Permanente Creek, which is contained in an engineered channel approximately 2,800 feet east of the project site. Permanente Creek flows northwards towards San Francisco Bay, which is located approximately 2.3 miles north of the project site.

The site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood."[13]

4.9.2.2 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

[13] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0038H*. Map. Effective Date: May 18, 2009.

4.9.2.3 *Groundwater*

Subsurface exploration for the project site found groundwater at depths ranging from 10 to 15 feet below ground surface. The depth of groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

4.9.2.4 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The storm drains near the project site flow to Adobe Creek and then flow north towards San Francisco Bay.

The existing project site is developed with multiple single story light industrial buildings. The site is almost entirely paved; it contains approximately 87.9 percent impervious surfaces and approximately 12.1 percent pervious surfaces.

The project site is relatively flat. Inlets and catch basins located on the project site and along the boundary of the project collect runoff. Currently, the western portion of the site surface drains along Mora Drive to storm inlets in Ortega Avenue where the storm drain main is a 36- to 39-inch reinforced concrete pipe (RCP). The eastern portion of the site drains to a 15-inch RCP at the end of Mora Drive, which connects to a 15-inch storm drain pipe located to the north in Town Circle that convey flows to Adobe Creek.

4.9.2.5 *Other Inundation Hazards*

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area. The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.[14]

The project is located inland from the San Francisco Bay and would not be affected by sea level rise of up to 55 inches.

The site is not located near a large enclosed body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow.

[14] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011. Figure IV.H-3.

4.9.3 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1, 4
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	1, 3
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1, 15
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☒	☐	1, 15
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1, 4
6) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1, 4
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1, 4

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	1, 15
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1, 16, 17
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 4, 17

4.9.3.1 *Water Quality Impacts*

Construction Impacts

Implementation of the project would require demolition of existing structures and improvements, grading, and subsequent construction and paving of the site. Construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or San Francisco Bay.

Implementation of the project would result in the disturbance of most of the site, which contains approximately 5.15 acres, or 224,334 square feet, of surface area. The project would disturb more than one acre and would be required to comply with the State of California General Construction Permit. The project would also be required to comply with the City of Mountain View's requirements for reducing erosion and sedimentation during construction, which are described below.

Following the implementation of appropriate stormwater treatment measures, the proposed project, when completed, would not significantly increase the amount of runoff or pollutants flowing into the storm drain system, compared to existing conditions. Construction and grading activities could, however, temporarily increase pollutant loads. With the implementation of the following measures, which are required by the City as conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

State of California Construction General Stormwater Permit: A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

Construction Best Management Practices: Construction BMPs shall be implemented for reducing the volume of runoff and pollution in runoff to the maximum extent practicable during site excavation, grading, and construction. All measures shall be included in the project's Stormwater Management Plan (described below) and printed on all construction documents, contracts, and project plans. These would include:

- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.
- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff. Cover stockpiles with secure plastic sheeting or tarp.
- Implement regular maintenance activities such as sweeping driveways between the construction area and public streets. Clean sediments from streets, driveways, and paved areas on-site using dry sweeping methods. Designate a concrete truck washdown area.
- Dispose of all wastes properly and keep site clear of trash and litter. Clean up leaks, drips, and other spills immediately so that they do not contact stormwater.
- Place fiber rolls or silt fences around the perimeter of the site. Protect existing storm and sewer inlets in the project area from sedimentation with filter fabric and sand or gravel bags.

Construction Sediment and Erosion Control Plan: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

- Silt fences around the site perimeter;
- Gravel bags surrounding catch basins;
- Filter fabric over catch basins;
- Covering of exposed stockpiles;
- Concrete washout areas;
- Stabilized rock/gravel driveways at points of egress from the site; and
- Vegetation, hydroseeding or other soil stabilization methods for high-erosion areas.

4.9.3.2 *Groundwater Impacts*

Groundwater flow direction is reportedly to the north at a relatively shallow gradient. The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors. Shallow groundwater in the vicinity of the project site is not used for drinking water. The project would not interfere with groundwater flow. Refer to *Section 4.8, Hazards and Hazardous Materials* of this Initial study for additional discussion and special conditions regarding the projects impact on groundwater resources.

4.9.3.3 *Storm Drainage System Impacts*

The project would reconfigure Mora Drive which would also include installing new culverts and storm drain pipes to connect to the existing 36-to 39-inch RCP storm drain in Ortega Avenue.

The proposed project, when completed, would not significantly increase the amount of runoff or pollutants flowing into the story drain system. The proposed project would include enhanced landscaping and stormwater treatment facilities, impervious surfaces would decrease from approximately 87.9 to 61.6 percent, which would represent an approximately 26.3 percent decrease in impervious surfaces. Approximately 38 percent of the site would be landscaped following project development.

The project site replaces more than 10,000 square feet and, therefore, would be required to comply with the Stormwater Treatment Requirements

With the implementation of the following measures, which are required by the City as conditions of approval, impacts to storm drain systems would be less than significant.

Landscaping Design: Landscaping design shall minimize runoff and promote surface filtration. Examples include: (a) no steep slopes exceeding 10 percent; (b) using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) installing plants with low water requirements; and (d) installing appropriate plants for the location in accordance with appropriate climate zones

Common Areas: Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include (a) setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) employing multi-programmable irrigation controllers; (c) employing rain shutoff devices to prevent irrigation after significant precipitation; (d) use of drip irrigation for all planter area which have a shrub density that will cause excessive spray interference of an overhead system; and (e) use of flow reducers to mitigate broken heads next to sidewalks, streets, and driveways.

Stormwater Guidelines: This project will create or replace more than then thousand (10,000) square feet of impervious surface; therefore stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirements to select Low-Impact Development (LID) types of stormwater treatment controls; the type of projects that are exempt; and the Infeasibility and Special Projects exemptions from the LID requirement.

The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Three stamped and signed copies of the Final Stormwater Management Plan will be required with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

4.9.3.4 *Flooding Impacts*

The site is not located within a 100-year flood hazard zone or dam inundation area. Implementation of the proposed project would not result in people or structures being exposed to a significant flood risk.

4.9.3.5 *Other Inundation Hazards (Including Projected Sea-Level Rise)*

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.

Based upon studies identified by the Bay Conservation and Development Commission, the project site is not in an area that would be directly affected by a projected future sea level rise of up to 55 inches from global climate change.

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone and, therefore, is not subject to inundation by seiche, tsunami, or mudflow.

4.9.4 Conclusion

With implementation of the City's standard conditions of approval included in the project, the project will have a less than significant impact on stormwater quality. The project will not deplete the groundwater supply, increase peak stormwater runoff off-site, or expose people or structures to flood hazards. **[Less Than Significant Impact]**

4.10 LAND USE

'Land use' is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

Local land use is governed by the City's General Plan, which in turn provides the basis for the City's Zoning Ordinance, precise plans and design guidelines. The current Mountain View 2030 General Plan and City's Zoning Ordinance are described below, along with a regional planning effort, the Grand Boulevard Initiative.

4.10.1 Land Use Plans and Regulations

4.10.1.1 *Mountain View 2030 General Plan*

The General Plan provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances, and provides a guide for future land use decisions. The current *Mountain View 2030 General Plan* was adopted by the City Council in July 2012.

The project site is currently designated *Medium Density Residential* in the City's 2030 General Plan. This designation allows for a mix of single-and multi-family housing with a residential character appropriate to a range of densities and a broad mix of housing types. Allowable uses include single-family detached and attached residential, duplex and attached residential, multi-family residential and parks and open space. This designation allows for residential densities between 13-25 dwelling units (DU) per acre and heights of up to three stories.

4.10.1.2 *City of Mountain View Zoning Ordinance*

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the Mountain View General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

The project site is currently located within the *P(31): Mora-Ortega Precise Plan* zoning district.

Mora/Ortega Precise Plan

The Mora/Ortega Precise Plan was original adopted by the City in 1987 to provide development guidelines for the eventual (long-term) transition of the subject area to residential uses. The Precise Plan covers the property along Mora Drive east of Ortega Avenue and immediately south of the Caltrain railroad track and Central Expressway and is divided into two planning areas, Area A and Area B. The Precise Plan delineates uses, relationships to other areas, intensity of use, circulation,

design criteria, procedures for development and review, and special conditions for future development in each area. The Precise Plan has been amended twice since bring originally adopted by the City in 1987. In 1999 it was updated to address new parking standards and require new mitigation for train noise and vibration and most recently, in 2012, to allow an 18-month extension of the amortization for nonresidential uses and buildings.

The proposed project site is located in planning Area B, which consists of 20 parcels under 13 separate ownerships along Mora Drive (Figure 9). The following Use and Development Criteria from the Precise Plan would apply to proposed project:

1. This area may be developed with multiple-family housing, the density of which is to be determined on the basis of lot size. Site development criteria shall be consistent with standards of the R3 District, Section 36.11.[15]

2. The following criteria shall be used to determine residential densities:

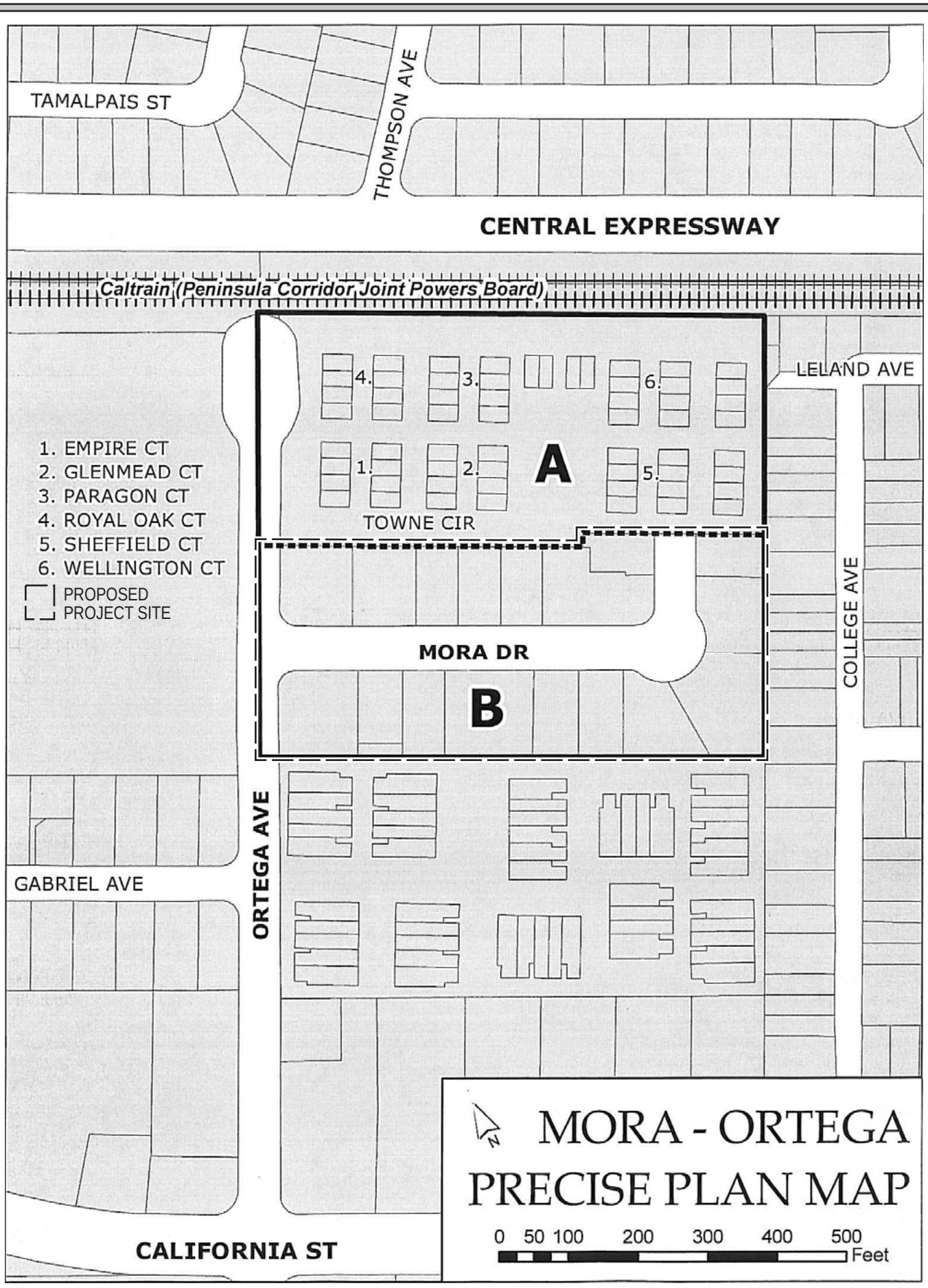
    - Standards of the R3-3 District for density shall apply as a base for all of Area "B."

    - Density increases equal to that of the R3-2.5 District for density will be granted for logical and contiguous parcel aggregations of between one and three acres.

    - In the case of substantial parcel aggregation of Area "B" into at least three acres, the density may increase to that of the R3-2 District. The City will consider abandonment of Mora Drive if substantial aggregation takes place.

3. Any parcels assembled and combined with Area "A" shall be treated as though part of Area "A" with respect to design criteria and pro rata eligibility for senior housing. The potentially higher unit yield of Area "B" parcels assembled and combined with the Area "A" development may be distributed within the overall site.

[15] In calculating the number of units allowed per parcel, the ordinance requires 5,000 square feet of land for the first unit, 4,000 square feet for the second, 3,000 square feet for the third, etc. (See Section 36.11.7 of the Zoning Ordinance.)


TAMALPAIS ST
THOMPSON AVE
CENTRAL EXPRESSWAY
Caltrain (Peninsula Corridor Joint Powers Board)
LELAND AVE
1. EMPIRE CT
2. GLENMEAD CT
3. PARAGON CT
4. ROYAL OAK CT
5. SHEFFIELD CT
6. WELLINGTON CT
PROPOSED PROJECT SITE
A
B
TOWNE CIR
MORA DR
COLLEGE AVE
ORTEGA AVE
GABRIEL AVE
CALIFORNIA ST
MORA - ORTEGA
PRECISE PLAN MAP
0 50 100 200 300 400 500
Feet

4.10.2 Existing Setting

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, and -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

The 17 parcels comprising the approximately 5.15-acre project site are currently developed with single-story light industrial buildings containing approximately 65,000 square feet of space. Most of the structures are currently occupied by a mix of office and light industrial tenants. Several structures are currently vacant. The site currently supports typical development improvements including paved driveways, parking lots, landscaping, and utilities.

Surrounding uses include one- and two-story single family residential uses to the east, and two-and three-story multi-family residential uses to the north, south, and west. The project is located approximately 1,100 feet northeast of the San Antonio Shopping Center and approximately 300 feet south of existing Caltrain tracks. The nearest Caltrain station (San Antonio) is located approximately 1,600 feet to the northwest.

4.10.3 Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	☐	☐	☐	☒	1, 2, 3
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1, 2, 3, 4
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 11

4.10.3.1 *Land Use Impacts*

Community Impacts

The project would demolish the existing light industrial land uses and construct multi-family housing on the project site. The project would not physically divide an established community within the City, because it would not interfere with or modify the movement of residents through the neighborhood.

Land Use Compatibility Impacts

Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impacts and its severity, land use compatibility conflicts can range from minor irritation and nuisance to potentially significant effects on human health and safety.

Existing multi-family residential uses are present to the north, south, and east of the project site. Single-family residential is located directly west of the site. The project proposes three-story rowhouses that are compatible with surrounding residential developments and the overall character of the area. Visual intrusion can be a concern when a taller building is constructed adjacent to an existing single story residential use; however, the project includes approximately 10-foot setbacks from the western property line which, along with the placement of "D" Way and "F" Court would further reduce possible visual intrusion to the adjacent one-story residential uses (Figure 4). The proposed three-story building heights are similar to surrounding multi-family residential uses, and consistent with the heights allowed in the General Plan and under the Mora/Ortega Precise Plan. The project would, therefore, be compatible with adjacent residential land uses, and would not result in significant environmental impacts, based on land uses in the area.

Project construction could cause temporary noise and air quality impacts to existing residential uses, as discussed further in *Section 4.12, Noise* and *Section 4.3, Air Quality* of this Initial Study. Mitigation and avoidance measures are included in the proposed project design that would reduce these impacts to a less than significant level.

Conflict with Environmental Plans, Policies, or Regulations

The proposed development would represent a density of approximately 16.63 dwelling units (DU) per acre on the 4.51-acre site. The floor area ratio (FAR) of development on the site would be 0.90. This density would be consistent with the *Medium Density Residential* 2030 General Plan land use designation. The project also includes construction of a new 0.45-acre public park. The project would be consistent with the development standards, including setbacks, building heights, and open space included in the Mora/Ortega Precise Plan.

As discussed in *Section 4.16, Transportation*, the parking proposed by the project would comply with the requirements of the Parking and Loading Section of the City's Zoning Ordinance, which is also a required condition of the Mora/Ortega Precise Plan.

4.10.3.2 *Habitat Conservation Plans*

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV Habitat Plan), which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by six local entities in Santa Clara County. The plan went into effect in October 2013 and the newly created Santa Clara Valley Habitat Agency is charged with implementing the plan. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The SCV Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The species of concern identified in the SCV Habitat Plan include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County, such as the City of Mountain View, which are not Permittees, are not covered under the SCV Habitat Plan.

The project site is located outside the SCV Habitat Plan area. There are two aspects of the SCV Habitat Plan that relate to development and conservation activities in the project area. These issues are described below.

Indirect Impacts to Sensitive Serpentine Habitats Identified in the SCV Habitat Plan

The U.S. Fish and Wildlife Service (USFWS) has identified critical habitat for the federally threatened Bay Checkerspot butterfly (73 FR 50406) south of US 101 and Yerba Buena Road in the City of San José. The conservation of critical habitat is considered essential for the conservation of a federally listed species. Critical habitat for the Bay Checkerspot butterfly occurs on nutrient-poor serpentine or serpentine-like grasslands that support at least two of the three butterfly's larval host plants, California plantain, dense flower owl's clover, and purple owl's clover. Non-native grasses have been reported to increase in these habitats, crowding out the native forbs needed by the Bay Checkerspot butterfly, due to increased nitrogen deposition from human sources.

Nitrogen deposition contribution estimates in Santa Clara County were made as a part of the development of the SCV Habitat Plan (Appendix E of the SCV Habitat Plan). About 46 percent of nitrogen deposition on habitat areas of concern for the base years (2005-2007) was estimated to come from existing development and traffic generated locally within the SCV Habitat Plan study area. The remainder of Santa Clara County (which includes the City of Mountain View) was estimated to contribute a substantially smaller amount (17 percent of the nitrogen deposition) while the other eight Bay Area counties account for about 11 percent. Nitrogen deposition modeling completed for future years (2035 and 2060) as a part of the SCV Habitat Plan process assumed that urban and rural development in the County and broader San Francisco Bay Area is expected to increase air pollutant emissions due to an increase in passenger and commercial vehicle trips and other new industrial and

nonindustrial sources.

The closest serpentine grasslands to the project area that are covered by the SCV Habitat Plan are located in the Silver Creek Hills and Coyote Ridge in the Edenvale, Evergreen and San Felipe Planning Areas of San José. The Silver Creek Hills and Coyote Ridge are approximately 18 to 31 miles southeast of the project.

A conservation strategy in the SCV Habitat Plan includes collection of fees within the SCV Habitat Plan area based upon the generation of new vehicle trips to fund acquisition and management of serpentine grasslands in the Coyote Ridge area. The goal of this strategy is to improve the viability of existing Bay Checkerspot butterfly populations, increase the number of populations, and expand the geographic distribution to ensure the long-term persistence of the species in the SCV Habitat Plan area.

A nexus study was completed for the SCV Habitat Plan to assist with identifying appropriate fees to fund measures in the SCV Habitat Plan.[16] The nitrogen deposition fee was calculated based on SCV Habitat Plan costs related to mitigating the impacts of airborne nitrogen deposition from covered activities in the SCV Habitat Plan area. The nexus study does not include projects or jurisdictions outside the SCV Habitat Plan area, as these projects outside the area are not covered activities, nor are these jurisdictions participating as Local Partners.

As described in the SCV Habitat Plan, funding to implement the conservation strategy of the Plan will come from a number of different sources, including the previously noted fees on private development and public infrastructure, conservation actions by various agencies, and state and federal funding. In general, non-fee funding sources identified in the Plan's funding strategy will contribute to the conservation needs of the Plan (i.e., the contribution to species recovery). The funding strategy provides for the full and successful implementation of the SCV Habitat Plan related to sensitive serpentine habitat and the Bay Checkerspot butterfly and does not rely on contributions from cities outside of the SCV Habitat Plan area.

4.10.4 Conclusion

The proposed project would not result in a significant land use impact. **[Less Than Significant Impact]**

[16] Willdan Financial Services. 2012. *Santa Clara Valley Habitat Plan Development Fee Nexus Study*. June 30, 2012.

4.11 MINERAL RESOURCES

4.11.1 Existing Setting

Extractive resources known to exist in and near the Santa Clara Valley include aggregate, sand, gravel, crushed rock, clay, limestone, and mercury. The project site is not located within a Mineral Resource Zone area containing known mineral resources, nor is the project site within an area where they are likely to occur.

4.11.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	1, 2, 3
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1, 2, 3

4.11.2.1 *Mineral Resources Impacts*

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources.

4.11.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **[No Impact]**

4.12 NOISE

The discussion in this section is based on a noise study prepared by *Illingworth & Rodkin, Inc*. in February 2015. This report is attached to this Initial Study as Appendix D.

4.12.1 Background Information

Fundamentals of Noise

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or **dBA**.[17] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (**L_{dn}**). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called **L_{eq}**, the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, **L_{dn}** (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m.

Fundamentals of Vibration

Railroad and light rail operations and construction activities are potential sources of substantial ground vibration depending on the distance, type and speed of trains, type of railroad track, and type of construction activity and/or equipment being used. Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. This discussion uses Peak Particle Velocity (PPV) to quantify vibration amplitude which is defined as the maximum instantaneous positive or negative peak of the vibration wave. A PPV descriptor with units of millimeters per

[17] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

second (mm/sec) or inches per second (in/sec) is used to evaluate construction generated vibration for building damage and human complaints.

The two primary concerns with vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Structural damage can be classified in two ways: cosmetic damage, like minor cracking of a building facade, or integrity damage, which can threaten the safety of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to a building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Studies have shown that the threshold of perception to vibration for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

4.12.2 Regulatory Setting

4.12.2.1 *State of California Noise Standards for Residential Uses*

Title 24, Part 2 of the California Code of Regulations specifies a maximum interior L_{dn} of 45 dBA in new multi-family housing. An acoustical analysis is required for projects that are exposed to an exterior L_{dn} of 60 dBA or greater to show how the interior noise level requirement would be achieved. Title 24 standards are enforced through the building permit process in the City of Mountain View.

4.12.2.2 *City of Mountain View 2030 General Plan*

Chapter 7 of the Mountain View 2030 General Plan establishes 65 dBA L_{dn} as the upper noise level limit of compatibility for multi-family residential developments. Goals and policies contained in the 2030 General Plan that would be applicable to the proposed project include:

Goal NOI-1: Noise levels that support a high quality of life in Mountain View.

POLICY NOI 1.1: Land Use Compatibility. Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

POLICY NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas.
- New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for private and community outdoor recreation use areas. Noise standards do not apply to private

decks and balconies in multi-family residential developments.

- Interior noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multifamily residential units.
- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

POLICY NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction requirements to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

POLICY NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in **NOI 1.1** (Land Use Compatibility) and in **NOI 1.2** (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

POLICY NOI 1.5: Reduce the noise impacts from major arterials and freeways.

POLICY NOI 1.6: Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.

POLICY NOI 1.7: Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

POLICY NOI 1.8: Moffett Federal Airfield. Support efforts to minimize noise impacts from Moffett Federal Airfield in coordination with Santa Clara County's Comprehensive Land Use Plan.

POLICY NOI 1.9: Rail. Reduce the effects of noise and vibration impacts from rail corridors.

4.12.2.3 *City of Mountain View Noise Ordinance*

The City of Mountain View limits noise from stationary equipment in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morale, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator. The Mountain View Municipal Code limits construction activities to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and at any time on Saturday, Sunday, or holidays unless prior written approval is granted by the building official.

4.12.2.4 *Mora/Ortega Precise Plan*

The Mora/Ortega Precise Plan provides development guidelines and special conditions for the eventual transition of the subject area to residential uses. Section XI. Operational Criteria of the Precise Plan includes the following special conditions regarding future noise generation.

- Exterior noise levels generated by a use in this district shall not exceed 55 dB(A)L_{10} when measured at the residential property line during the day (7 a.m. to 7 p.m.) or 45 dB(A)L_{10} when measured at night (7 p.m. to 7 a.m.). Noise-producing equipment, including fans, vents, etc., shall be oriented away from residential areas and be appropriately screened and muffled.

- Particular attention shall be paid to screening or avoiding intrusive noise from trucks, deliveries, activities or equipment, even if it falls below these noise levels.

4.12.3 Existing Noise Conditions

The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street. Noise-sensitive land uses in the project vicinity include one- and two-story single-family residential uses to the east and two- and three-story multi-family residential uses to the north, south, and west. The existing noise environment at the project site results from traffic on Ortega Avenue and distant train passbys on the Caltrain tracks located 370 feet north of the project site.

A noise monitoring survey was conducted by *Illingworth & Rodkin, Inc*. between January 28 and 30, 2015 to document the existing noise conditions at the project site. The survey included two long-term noise measurements (LT-1 and LT-2) and one short-term measurement (ST-1) at locations representative of nearby residential land uses (Figure 10).

Long-term Noise Monitoring: LT-1 was located at the western portion of the site, approximately 50 feet from the center of Ortega Avenue and 12 feet above the ground. Noise levels measured at this site were primarily the result of traffic on Ortega Avenue and Mora Drive. Hourly average noise levels typically ranged from 53 to 61 dBA L_{eq} during the day and from 40 to 54 dBA L_{eq} at night. The calculated day-night average noise level at this location was 62 dBA L_{dn}.

LT-2 was located at the eastern portion of the site, approximately 45 feet from adjacent multi-family residences located to the north and about 12 feet above the ground. The predominant noise source at this location was local traffic on Mora Drive and distant Caltrain passbys. Maximum noise levels resulting from Caltrain passbys ranged from approximately 63 to 67 dBA L_{max} at the north property line. Train horns were not documented in the measurements and are not anticipated in the area due to a lack of at-grade crossings. Daytime hourly average noise levels ranged from 50 to 59 dBA L_{eq}, while nighttime average noise levels ranged from 41 to 51 dBA L_{eq}. The 24-hour average noise level at this site was 56 dBA L_{dn}.

Short-term Noise Monitoring: Short-term noise measurement ST-1 was located at the southern portion of the site, near adjacent single-family residences along College Avenue. The ten-minute average noise level was 55 dBA L_{eq}.

NOISE MEASUREMENT LOCATIONS FIGURE 10

Table 4.12-1 summarizes the results of the noise monitoring study.

Table 4.12-1
Existing Noise Environment

Monitor		Location	Existing L_{dn}
Long-term	LT-1	Approximately 50 feet from the center of Ortega Avenue and 12 feet above the ground	62
Long-term	LT-2	Eastern portion of the site, approximately 45 feet from adjacent multi-family residences located to the north and about 12 feet above the ground	56
Short-term	ST-2	South portion of property, adjacent to multi-family residences along Gabriel Avenue.	55

4.12.4 Environmental Checklist and Discussion of Impacts

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	1, 3, 4, 18
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1, 18
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 3, 18
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	1, 3, 18
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 3
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 3

4.12.4.1 *Thresholds of Significance*

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels generated by the project conflict with adopted environmental standards or plans, if the project would expose people to or generate excessive groundborne vibration levels, or if ambient noise levels at sensitive receptors would be substantially increased over a permanent, temporary, or periodic basis. The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan, Municipal Code, or applicable standards of other agencies. The Mountain View General Plan considers multi-family residential projects normally acceptable in noise environments up to 65 dBA L_{dn} or less.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels due to project construction activities exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.
- A significant impact would be identified if traffic generated by the project would substantially increase noise levels at existing sensitive receptors. A substantial increase would occur if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}, or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. A significant impact would be identified if noise generated by mechanical equipment on the project site would exceed the allowable limits set forth in the City Code.
- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receivers. Hourly average noise levels exceeding 60 dBA L_{eq}, and the ambient by at least 5 dBA L_{eq}, constitute a significant temporary noise increase at adjacent residential land uses.

4.12.4.2 *Noise Exposure Impacts to the Project*

Future Exterior Noise Environment

The future noise environment at the project site would continue to result from traffic along Ortega Avenue and distant Caltrain passbys to the north. Future traffic noise levels at the site are predicted to remain the same. Worst-case future average noise levels would occur along Ortega Avenue and are calculated to reach 62 dBA L_{dn} at the proposed setback of the residences nearest the roadway. Noise levels at residences located adjacent to Ortega Avenue would comply with the City of Mountain View's "normally acceptable" noise and land use compatibility goal of 65 dBA L_{dn}. Noise levels due to this roadway traffic would be substantially lower throughout the rest of the project site, given the shielding that will be provided by the proposed intervening buildings.

A review of the site plan indicates that a public park and several common open space areas are proposed as part of the project. The public park is proposed at the northeast corner of Ortega Avenue and Mora Drive. The park will feature several amenities, including a tot lot, active and passive turf area, and picnic benches. The common outdoor use areas are proposed between several rows of detached and attached rowhouses. Exterior noise levels at the public park and at all of the common outdoor use areas are calculated to be below 65 dBA L_{dn} and would meet the City's "normally acceptable" exterior noise level limit of 65 dBA L_{dn}.

Future Interior Noise Environment

Interior noise levels within the residential units are required by the City of Mountain View to be maintained at or below 45 dBA L_{dn}. Furthermore, the maximum noise level occurring within the residential units during a train passby shall not exceed 65 dBA $L_{max.}$ Portions of the development would be exposed to future noise levels greater than 60 dBA L_{dn} with the highest future noise exposures occurring at residential facades nearest Ortega Avenue. Future noise levels at these facades are calculated to reach 62 dBA L_{dn}.

Interior noise levels will vary depending on the design of the building (relative window area to wall area) and construction materials and methods. Standard construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. In exterior noise environments ranging from 60 to 65 dBA L_{dn}, interior noise levels can typically be maintained below City standards with the incorporation of an adequate forced air mechanical ventilation system in residential units, allowing the windows to be closed. In noise environments of 65 dBA L_{dn} or greater, a combination of forced-air mechanical ventilation and sound rated construction methods is often required to meet the interior noise level limit.

The maximum measured noise levels on the project site occurring outdoors during train passbys were 63 to 67 dBA L_{max}. Interior noise levels during the train passbys would range from 48 to 52 dBA L_{max}, below the interior noise limit of 65 dBA L_{max}.

To achieve the necessary noise reduction required to meet the requirements of the City of Mountain View General Plan, some form of forced air mechanical ventilation, satisfactory to the local building official, would be required in units directly adjacent to Ortega Avenue (the three units comprising Lot 1). The remaining residences on the site would achieve interior noise levels of 45 dBA L_{dn} assuming standard California construction methods.

Impact NOI-1: Without the inclusion of specialized building materials to reduce interior noise levels, implementation of the proposed project could result in noise impacts to future residents. **[Significant Impact]**

The following mitigation measure would reduce future interior noise impacts to a less than significant level:

MM NOI-1.1: Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units adjacent to Ortega Drive, so that windows could be kept closed, at the occupant's discretion, to control noise.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.12.4.3 *Noise Exposure Impacts from the Project*

Project Traffic Noise

The expected change in the noise environment resulting from project traffic was calculated based on the projected traffic volumes prepared for this Initial Study. Typically, traffic volumes must double, in order to result in a perceptible (3dBA L_{dn}) increase in traffic noise levels. Comparing the project's peak hour traffic volumes to the relatively high existing traffic volumes in the project area, vehicular traffic generated by the project is not expected to increase traffic noise levels substantially in the area. Project traffic would make up only a small percentage of the total traffic along area roadways. Vehicular traffic noise levels are not expected to increase measurably above existing levels as a result of the project (the increase would be less than one dBA L_{dn}), which would be considered a less than significant impact.

Common Use Outdoor Areas

The project proposes a public park and several common open space areas located adjacent to existing multi-family residences. These outdoor use area would not be expected to generate substantial noise although an occasional conversation, etc., may be audible at existing residential uses at times. Such passive activities in the proposed common outdoor use area would not substantially increase ambient noise levels at nearby residences.

Mechanical Equipment

The proposed project could include various types of mechanical equipment, such as air conditioning systems, heating, and ventilation systems. Existing multi-family and single family residential uses are located immediately north, east, and south of the proposed project. The noise from new mechanical equipment could exceed the City of Mountain View City Code standard at adjacent residential property lines.

Under the Mountain View Municipal Code, noise levels from mechanical equipment would be limited to maximum noise levels of 55 dBA L_{max} during the day and 50 dBA L_{max} at night at receiving noise-sensitive land uses, such as residences.

Impact NOI-2: Given the close proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise. **[Significant Impact]**

The following mitigation measure would reduce mechanical equipment noise impacts to a less than significant level.

MM NOI-2.1: Mechanical equipment shall be designed to minimize noise on multi-family residential uses north and south of the project buildings and on single-family residences east of the project. Noise-generating equipment shall be located on the western or interior portions of the buildings, or acoustical shielding of the equipment from adjacent residential uses shall be provided. If rooftop-mounted equipment is used, measures to reduce noise shall be included such as rooftop

screens or perimeter parapet walls, noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm the Mora/Ortega Precise Plan operational noise limits would be met at adjacent residential uses.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.12.4.4 *Construction Noise Impacts*

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth moving activities when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 90 to 95 dBA L_{max} at a distance of 50 feet from the noise source. Typical hourly average construction-generated noise levels are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of residential units would range from about 65 to 88 dBA L_{eq} measured at a distance of 50 feet, depending upon the amount of activity at the site. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often results in lower construction noise levels at distant receptors.

The site preparation includes the excavation, remediation, and import of soil by DTSC and the project applicant. Construction phases would include demolition, site preparation, grading, building construction, paving, and architectural coating. Once construction moves indoors, minimal noise would be generated at off-site locations. Noise generated by construction activities would temporarily elevate noise levels at adjacent sensitive receptors, but this would be considered a less-than-significant impact, assuming that construction activities are conducted in accordance with the provisions of the City of Mountain View City Code and with the implementation of construction best management practices.

The following best management practices will be included in the project:

- Pursuant to the Municipal Code, noise-generating activities would be restricted at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by five dBA.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

With incorporation of these standard practices, the noise impact resulting from project construction would be considered a less than significant impact.

4.12.4.5 *Groundborne Vibration Impacts*

Caltrain

Caltrain railroad tracks are located approximately 370 feet north of the project site. The proposed project is considered outside of the area of influence (typically 100 to 150 feet) for potential vibration impacts resulting from train activities and, therefore, vibrations from the railroad would be a less than significant impact.

Construction Activities

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, etc.) are used in areas adjacent to existing residential uses. Construction activities would include demolition of existing structures, excavation, grading, site preparation work, foundation work, and new building framing and finishing.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened are located adjacent to the project site. Groundborne vibration levels exceeding 0.3 in/sec PPV would, therefore, have the potential to result in a significant vibration impact.

Project construction activities such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity of the work area. Jackhammers typically generate vibration levels of 0.035 in/sec PPV and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would range from 0.032 to 0.082 in/sec PPV at the nearest receptors 30 feet south of the nearest residential façade at the site, which would be below the 0.3 in/sec PPV threshold. Vibration generated by construction activities near the common property lines of the site would at times be perceptible; however, groundborne vibration from project construction activities would cause a less than significant impact upon structures and residents in the project vicinity.

4.12.5 Summary of Noise Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact NOI-1: Without the inclusion of specialized building materials to reduce interior noise levels, implementation of the proposed project could result in noise impacts to future residents.	Significant	**MM NOI-1.1:** Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units adjacent to Ortega Drive.	Less Than Significant
Impact NOI-2: Given the close proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise.	Significant	**MM NOI-2.1:** Mechanical equipment shall be designed to minimize noise on residential uses surrounding the project site. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm that noise limits would be met.	Less Than Significant

4.12.6 Conclusion

With the implementation of mitigation measures and standard measures included in the project, noise impacts would be less than significant. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.13 POPULATION AND HOUSING

4.13.1 Existing Setting

The proposed project site is currently developed with multiple light industrial buildings containing. The site has been used for light industrial purposes since its development in the 1960's and 1970's.

The California Department of Finance identifies the City of Mountain View's population (within the City limits) at 76,260, with an estimated 34,136 housing units, and 2.36 persons per household.[18] The U.S. Census Bureau estimated that there were 67,327 jobs for 39,784 employed residents in 2011, for a jobs/employed resident ratio of 1.286.[19] The 2030 General Plan projects that the jobs/housing ratio in the city would worsen to 1.96 in 2030.

The Association of Bay Area Governments' (ABAG) *Building Momentum: Projections and Priorities 2009* estimates that for 2035, the projected population of Mountain View will be 90,600 residents in 42,120 households. ABAG is projecting that jobs in Mountain View will increase to 72,470 by 2035.

4.13.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐	1, 3, 19
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1

[18] California Department of Finance (Table E-5). *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Census Benchmark*. Revised May 10, 2013. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php. Accessed June 12, 2013.

[19] Jobs Source: US Census Bureau, American Community Survey one year estimate (Table S0804). 2011. Employed Residents Source: US Census Bureau, American Community Survey, 1 year estimate (Table DP03). 2011.

4.13.3.1 *Population and Housing Impacts*

The proposed project would not result in the displacement of substantial numbers of people, because no residential uses are currently on the site. The proposed project would demolish the existing uses and construct 75 rowhouses that would result in a potential increase in population on the site of approximately 220 new residents. This estimate is based on an average household size of 2.93 persons per unit.

Although approval of the project would result in a slight increase in residents in the City, the proposed project is consistent with the City's General Plan and would not induce substantial population growth in the City, and would, therefore, result in a less than significant population and housing impact.

4.13.3 Conclusion

Implementation of the proposed project will have a less than significant impact on population and housing. **[Less Than Significant Impact]**

4.14 PUBLIC SERVICES

4.14.1 Existing Setting

4.14.1.1 *Fire Protection Services*

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 74,066 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2010/2011, more than 68 percent of the calls to the MVFD were for medical aid (rescue and EMS incident), out of 5,033 total emergency calls.

The MVFD operates out of five stations, strategically located throughout the City to ensure fast responses. The MVFD has an established response time goal of six minutes (from dispatch) for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2010/2011 fiscal year (July 1, 2010 to June 30, 2011), the MVFD achieved this goal 100 percent of the time.[20]

The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit. The 87 full-time personnel are divided into three divisions: Suppression, Fire and Environmental Protection, and Administration. There is a minimum on-duty daily staffing of 21 personnel, and each of the Department's five engines is staffed with at least one firefighter/paramedic. The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed.

Station Three is the closest fire station to the project site. Station Three is located at 301 North Rengstorff Avenue, approximately one mile northeast of the project site. The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

4.14.1.2 *Police Protection Services*

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 95 sworn and 49.5 non-sworn personnel. The MVPD conducts an active volunteer program (non-officers), which consists of approximately 30 non-sworn volunteers. Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 1.6 miles driving distance northeast of the project site.

The most frequent crimes in the City of Mountain View are larceny, theft, and assault. The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55.5 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents. During the period of July 2010 to June 2011, the average response times for Priority E and Priority 1 calls in the City were 3.02 and 4.20 minutes,

[20] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012.

respectively. The average in-transit response times in the City were 2.56 and 3.60 minutes for Priority E and Priority 1 calls, respectively.

To ensure that their standards are always met, the MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

4.14.1.3 *Schools*

The project site is located within the Mountain View Whisman School District, which includes seven elementary schools (Grades K-5) and two middle schools (Grades 6-8). Students residing at the project site would likely attend Mariano Castro Elementary School[21] (located at 505 Escuela Avenue, approximately one mile southeast of the site) and Graham Middle School[22] (located at 1175 Castro Street, approximately 2.25 miles southeast of the site). During the 2013-2014 school year, Mariano Castro Elementary School had an enrollment of 675[23] students, and an optimum capacity of 662 students.[24] Graham Middle School had a 2013-2014 school year enrollment of 807 students,[25] and an optimum capacity of 615 students.[26]

The site is within the boundaries of the Mountain View/Los Altos Union High School District. Students from the proposed project site would likely attend Los Altos High School, located at 201 Almond Avenue in Los Altos, approximately 1.2 miles southwest of the site. For the 2013-2014 school year, Los Altos High School had an enrollment of 1,782 students,[27] and an optimum capacity of 1,873 students.[28]

4.14.1.4 *Parks and Open Space*

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

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[21] Mariano Castro Elementary School. http://castro.mvwsd.org/index.php/school_info/map/. Accessed February 13, 2015.
[22] Graham Middle School. http://graham.mvwsd.org/. Accessed February 13, 2015.
[23] California Department of Education, Educational Demographics Unit. Enrollment by Grade for 2013-14, School Enrollment by Grade. Mariano Castro Elementary. Available at: http://dq.cde.ca.gov/dataquest/. Accessed February 13, 2015.
[24] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012. Table IV.L-4, page 480.
[25] California Department of Education, Educational Demographics Unit. Enrollment by Grade for 2013-14, School Enrollment by Grade. Isaac Newton Graham Middle School. Available at: http://dq.cde.ca.gov/dataquest/. Accessed February 13, 2015.
[26] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012. Table IV.L-4, page 480.
[27] California Department of Education, Educational Demographics Unit. Enrollment by Grade for 2013-14, School Enrollment by Grade. Los Altos School. Available at: http://dq.cde.ca.gov/dataquest/. Accessed February 16, 2015.
[28] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012. Table IV.L-4, page 480.

Mountain View's level of service standard is to provide at least three acres of park land for each 1,000 residents. The City's *Parks and Open Space Plan* (updated in 2008) determined that Mountain View is well served by open space and its overall ratio of open space acres per person exceeds national guidelines (at least 6.5 acres per 1,000 persons). However, as discussed in this plan, Shoreline Regional Park represents most of the City's open space and park land. When regional open space is excluded from the calculation, the City's ratio is 2.61 acres of open space per 1,000 persons. This analysis indicates the need for improved access to open space in neighborhoods throughout Mountain View.

The proposed project site is located within the San Antonio Planning Area of the City of Mountain View 2008 *Parks and Open Space Plan*. At 506 acres, the San Antonio Planning Area is the seventh largest planning area in the City and contains 18.28 acres of parks and open space facilities. Its Residential density is the highest of any planning area; in 2006 the population of the San Antonio Planning Area was estimated to be 13,689. The area contains 1.34 park acres per 1,000 residents and is currently below the City standard of 3.0 acres per 1,000 residents. Klein Mini-Park, Rengstorff Park, and the recently completed Del Medio Park are the only open space facilities located in this planning area.

Klein Park is a 1.36 acre mini-park located approximately 0.20 miles southwest of the project site. Park amenities primarily consists of basketball courts and children's play areas. Rengstorff Park is a 16.92 acre heavily used community park located approximately 0.60 miles east of the project site. Rengstorff Park amenities include both individual and group picnic facilities, sports facilities, children's play areas, and the City's Community Center building. Rengstorff Park accounts for 93% of the open space in the San Antonio Planning Area.

There is a community garden (for use by seniors) located on the Hetch-Hetchy right of way near the corner of Escuela and Crisanto Avenues. The small open space area located between the Senior Center on Escuela Avenue and Rengstorff Park has been identified as the location of a new child care facility.

4.14.1.5 *Library Services*

The City of Mountain View is served by the Mountain View Public Library, located approximately 1.60 miles east of the project site near the city center at 585 Franklin Street. The library serves as a space for the community to share resources and ideas. In addition to books, the library provides a variety of materials, staff, and other resources to help customers meet their information needs. The library also hosts community events and offers programs for adults, teens and children, including computer classes for customers to learn how to use library resources and the Internet, drop-in story times, the Summer Reading Program, adult literacy programs, and tutoring opportunities.

The Library is open seven days, 56 hours per week and offers internet computers and access to computer networks. During the fiscal year of 2009-2010, the Library lent approximately 1.7 million items and had 845,577 visitors and a program attendance of 46,293.[29]

[29] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. June 2012.

4.14.2 Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	☐	☐	☒	☐	1, 3, 20
Police Protection?	☐	☐	☒	☐	1, 3, 21
Schools?	☐	☐	☒	☐	1, 3, 22, 23
Parks?	☐	☐	☒	☐	1, 3, 24
Other Public Facilities?	☐	☐	☒	☐	1, 3

4.14.2.1 *Fire Protection Services*

The project would increase the density of development on the project site and, therefore, incrementally increase the need for fire suppression and rescue response services. The project would be constructed to current Fire Code standards and would not increase the urban area already served by the Mountain View Fire Department. In addition, the Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the 2030 General Plan. For these reasons, the incremental demand for fire services represented by the project would not result in the need to expand or construct new fire facilities.

4.14.2.2 *Police Protection Services*

The redevelopment of the project site is not expected to substantially increase demand for police services in the project area. The project would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department to ensure appropriate safety features that minimize criminal activity are incorporated into the project design. The Mountain View Police Department maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. With an anticipated increase of 220 new residents (not accounting for the demand for police services from the existing and recent uses on the site), the project would not represent a significant demand for increased staffing to serve the site.

4.14.2.3 *School Impacts*

In the *Facility Master Plan/Demographic Analysis* prepared in 2009 for the Mountain View Whisman School District, new attached homes were estimated to generate 0.03 Kindergarten through 8th Grade students per unit, which would result in approximately two new elementary and middle school students from the 75-unit project. Using the Mountain View/Los Altos Union High School District's student generation rate of 0.046 for multi-family units, approximately four additional high school students could be generated by the project. The small increase in students would be accommodated in existing schools, and implementation of the project would not require the construction of new school facilities.

To offset the project's effect on the adequacy of school facilities to accommodate projected students, the project will pay a school impact fee prior to the issuance of a building permit, in accordance with state law (Government Code Section 65996). The school district would then be responsible for implementing the specific methods for mitigating school impacts under the Government Code. The project applicant would be required to pay the school districts' school impact fee, as determined during the building permit phase. The fee would be used towards offsetting the costs of the anticipated increase in student enrollment. Based on the size of the development, and the required payment of the school impact fee, impacts to school services from the project would be less than significant.

4.14.2.4 *Parks and Recreation Impacts*

To meet the Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. Mountain View requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented). The number of residents generated by a proposed project is calculated using the density formula table in the "Park Land Dedication or Fees In Lieu Thereof" Ordinance (Chapter 41.6 of the Mountain View Municipal Code). The project includes construction of a new 0.45 acre public park at the corner of Ortega Avenue and Mora Drive, therefore, the project would have a less than significant impact on parks.

4.14.2.5 *Library Impacts*

The number of new residents resulting from development of the project site (approximately 220) would represent a small increase in the number of City residents using library services. Based on the relatively small number of project residents, the project would not increase demand for library services in the City such that new facilities would be required.

4.14.3 Conclusion

The project may incrementally increase the demand for fire and police protection services in the City. The project would not result in adverse physical impacts associated with a need for new public safety, recreational, or educational facilities in order to maintain acceptable levels of service. **[Less Than Significant Impact]**

4.15 RECREATION

4.15.1 Existing Setting

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the San Antonio Planning Area of the City of Mountain View 2008 *Parks and Open Space Plan*. The San Antonio Planning Area park acreage of 1.34 acres per 1,000 residents is below the City overall standard of 3.0 acres per 1,000 residents, but the amount of open space in the planning area is above the average for all planning areas. Klein Mini-Park, Rengstorff Park, and Del Medio Park are the only open space facilities located in this planning area.

Klein Park is a 1.36 acre mini-park and the nearest public park to the project site, located approximately 0.20 miles southwest. Park amenities primarily consists of basketball courts and children's play areas. Rengstorff Park, approximately 0.60 miles driving distance east of the project site, is one of two large community parks in the City. The park is 16.92 acres in size, and includes the City's Community Center and a number of sports fields and other facilities.

4.15.2 Environmental Checklist and Discussion of Impacts

RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	1, 3, 24
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	1, 3, 24

4.15.2.1 *Recreation Impacts*

The project proposes to develop 75 rowhouses, which will house an estimated 220 residents. The project includes development and dedication of a new 0.45 acre public park at the corner of Ortega Avenue and Mora Drive. Residents from the project site could also utilize Klein Park and Rengstorff Park located in the vicinity of the project or other park facilities in Mountain View or adjacent jurisdictions. The size of the increase in residents would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would be significant.

The new 0.45 acre park that would be developed as part of the proposed project would also benefit existing residents in the area by providing a new recreational facility in the San Antonio Planning Area. The construction of the new park would not have an adverse physical effect on the environment and the environmental impacts of the project, including development of the park, are discussed throughout this Initial Study.

4.15.3 Conclusion

The project would not result in a significant adverse impact to recreation facilities within the City of Mountain View. **[Less Than Significant Impact]**

4.16 TRANSPORTATION

4.16.1 Existing Setting

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

4.16.1.1 *Existing Roadway Network*

Regional access to the project site is provided by US 101, State Route (SR) 85 and SR 237.

US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. US 101 provides site access via an interchange at Rengstorff Avenue.

SR 85 is a north-south freeway that begins at US 101, east of Shoreline Boulevard and extends south towards San Jose and terminates at US 101 east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project.

SR 237 is an east-west freeway that begins at the intersection of El Camino Real and Grant Road in Mountain View and extends to Milpitas in the northeast. It has four lanes in the vicinity of the project.

Local access to the project site is provided via Central Expressway, El Camino Real (SR 82), San Antonio Road, Rengstorff Avenue, California Street, Ortega Avenue, and Mora Drive.

Central Expressway is a four lane, east-west expressway parallel to US 101. North of San Antonio Road in Palo Alto, this roadway is designated as Alma Street.

SR 82/El Camino Real is a six-lane divided major arterial in the vicinity of the site. It extends from Mission Street in Colma to The Alameda in Santa Clara.

San Antonio Road is a north-south four-to-six-lane roadway that extends from US 101 to Foothill Expressway through the communities of Mountain View, Los Altos, and Palo Alto. Near the project site it is a six-lane arterial roadway located west of the project site and can be accessed via California Street.

Rengstorff Avenue is a four-lane roadway aligned in a mostly north-south orientation in the vicinity of the site. Rengstorff Avenue extends northward from El Camino Real (SR 82) to U.S. 101.

California Street is a four lane, east-west roadway located south of the project site. A center two-way left-turn lane is provided on California Street west of Ortega Avenue.

Ortega Avenue is a two-lane, north-south roadway that fronts the western boundary of the project site.

Mora Drive is a two-lane roadway that extends eastward from Ortega Avenue and terminates at an existing cul-de-sac. The project site is located on both sides of Mora Drive.

4.16.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Transit Network

The Santa Clara Valley Transportation Authority (VTA) operates local and regional bus service in the project area.

The closest VTA bus service is located at the intersection of California Street and Ortega Avenue, approximately 0.15 miles south of the project site. This bus stop is served by three VTA routes.

- **Route 34** is a local bus route that provides service between downtown Mountain View and the San Antonio Shopping Center. Route 34 operates on California Street, Rengstorff Avenue, and Showers Drive near the project site. This route operates during weekdays only between 9:00 AM and 3:00 PM with 60-minute headways.

- **Route 35** is a local bus route that provides service between downtown Mountain View and the Stanford Shopping Stanford Shopping Center. Route 34 operates on California Street and Shower Street near the project site. This route operates during the weekdays between 5:30 AM and 11:00 PM with 30 minute headways during the commute hours and 30 to 60 minute headways during midday and evenings. This route operates during the weekends on 60 minute headways between 8:30 AM and 9:00 PM.

- **Route 40** is a local bus route that provides service between L'Avenida Avenue/Indigo Way and Foothill College. Route 40 operates on California Street, Shower Street, and Rengstorff Avenue near the project site. This route operates during the weekdays between 6:15 AM and 10:35 PM with 30 minute headways during the commute hours and 30 to 60 minute headways during midday and evenings. This route operates during the weekend on 60 minute headways between 8:00 AM and 7:00 PM.

The project site is located approximately 2,700 feet (walking distance) southeast of the San Antonio Caltrain station. Caltrain provides service between Gilroy, San José, and San Francisco during commute hours.

Bicycle Facilities

There are four bikeway classifications in the City of Mountain View:

- Class I Bike Paths: Separate right-of-way for the exclusive use of bicycles and pedestrians with minimal roadway crossing.

- Class II Bike Lanes: Striped lane for on-street, one-way bike travel designed for the exclusive use of cyclists.
- Class III Bike Routes: Identified with "bike route" signs on streets with wide curbside travel lanes to allow both cyclists and motor vehicles.
- Bicycle Boulevards: A modified bicycle route providing a more convenient and efficient through route for all cyclists, marked by signs, pavement markings, and in some cases traffic calming devices.

Within the vicinity of the project, designated bike lanes (Class II Bikeways) are present along the entirety of Rengstorff Avenue, Showers Drive, and California Street. A designated Class II bike lane is proposed along San Antonio Road from El Camino Real to California Street, and will be installed by the San Antonio Center Phase II development project.

Pedestrian Facilities

Sidewalks are present along both sides of Ortega Avenue, except at the southeast corner of Ortega and Mora Drive. No sidewalk is currently present for approximately 125 feet along Ortega Avenue as it meets Mora Drive. No sidewalks currently exist along Mora Drive. Signalized cross walks are present at the intersection of Ortega Avenue and California Street. Sidewalks are also present along Gabriel Avenue, California Street, and Showers Drive in the vicinity of the project site.

4.16.1.3 *Existing Traffic Operations*

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County and oversees the Santa Clara County Congestion Management Program (CMP). The CMP identifies regional intersections in the County that are under the control of the CMA. As the CMA of Santa Clara County, VTA requires a Transportation Impact Analysis if 100 or more peak hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) vehicle trips are generated by a proposed project, including both inbound and outbound trips.

The Ortega Avenue/California Street is the closest signalized intersection and provides primary access to the project site.

4.16.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 3, 4,
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	1, 3,
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1
5) Result in inadequate emergency access?	☐	☐	☐	☒	1,3
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1, 3

4.16.2.1 *Project Traffic Impacts*

Trip Generation

The 17 parcels comprising the project site are currently developed with light industrial buildings containing approximately 65,000 square feet of space. Most of the structures are currently occupied by a mix of office and light industrial tenants. Several structures are currently vacant. The project proposes to demolish the existing structures and construct 75 three-story rowhouses, each containing two to three bedrooms and garages.

Table 4.16-1 shows the estimated AM and PM peak hour trips which would be generated by the proposed project, utilizing the trip generation rates from the Institute for Transportation Engineers (ITE). The proposed residential uses would generate 72 total daily trips, including 33 in the AM peak hour (5 in, 28 out), and 39 in the PM peak hour (26 in, 13 out).

Table 4.16-1
Project Trip Generation

Land Use Category/ Project Size[1]	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
			Peak Hour Rate	In	Out	Total	Peak Hour Rate	In	Out	Total
Condo/Townhouses[2] 75 Units	5.81	436	0.44	5	28	33	0.52	26	13	39
Total Project Trips		**436**		**5**	**28**	**33**		**26**	**13**	**39**

[1] Condominium/Townhouse size expressed in number of dwelling units.

[2] Source: Residential Condominium/Townhouse (230) *ITE Trip Generation*, *Ninth Edition*, 2012, average rates.

The trip generation estimates for the proposed project uses a conservative approach and does not take any credit for existing trips associated with the existing light industrial uses located on the project site. Based on these estimates, the project is below the VTA threshold that requires a Transportation Impact Analysis, since 100 or more peak hour vehicle trips would not be generated by the project. For these reasons, the project would have a less than significant impacts on local traffic.

Site Remediation and Project Construction

Redevelopment of the proposed project site would include demolition of all existing structures and site preparation work including excavation, remediation, and import of clean soil by DTSC and the project applicant. Construction would also include grading, and construction of new residential buildings.

It is estimated that approximately 11,000 cy (6,000 cy by DTSC and 5,000 cy by the project applicant) of earthwork would need to be completed for the project. This is estimated to generate approximately 2,750 one-way truck trips during remediation and construction of the project. Trucks would use the most direct and shortest path to their destination utilizing designated truck routes, such

as Central Expressway and El Camino Real, to the greatest extent feasible. Daily construction traffic would also be generated by construction workers coming to the project site and the delivery of construction materials and equipment. Construction related traffic is expected to be temporary and would have a less than significant long-term traffic impact.

4.16.2.2 *Transit, Bicycle, and Pedestrian Access*

Transit Facilities

The project site is located approximately 2,700 feet (walking distance) southeast of the San Antonio Caltrain station. The closest VTA bus service is located at the intersection of California Street and Ortega Avenue, approximately 0.15 miles south of the project site. The transit facilities have enough capacity for the 220 new project residents since redevelopment of the project is consistent with the General Plan.

Bicycle Facilities

Within the vicinity of the project, designated bike lanes (Class II Bikeways) are present along the entirety of Rengstorff Avenue, Showers Drive and, California Street. Local roads like Ortega Avenue and Gabriel Avenue do not currently have designated bike lanes but carry low flow traffic volumes and are conducive to bicyclists. A Class II bike lane is proposed on San Antonio Road from El Camino Real to California Street.

Pedestrian Facilities

Currently, sidewalks do not exist along Mora Drive; nor are there sidewalks at the corner of the project site at the intersection of Ortega Avenue and Mora Drive. The project proposes to reconfigure Mora Drive and install pedestrian sidewalks along the new alignment of Mora Drive. The project will also construct the portion of the sidewalk at the frontage of the southeast corner of Ortega Avenue and Mora Drive where sidewalk is currently missing. Once constructed, sidewalks will be complete on both sides of Ortega Avenue which will improve pedestrian access for residents in the area.

4.16.2.3 *Driveways, Circulation, and Parking*

Driveways and Circulation

The project proposes realignment and reconfiguration of Mora Drive. The new alignment of Mora Drive would be approximately 50 feet south of its current alignment and would be reconfigured to function as a private circle drive rather than a dead-end cul-de-sac. Mora Drive would be approximately 36-feet wide and would provide access to private internal streets, ways, and courts to allow access to all residential units. Residential garages would be located off the internal street network. The reconfiguration of Mora Drive would provide better emergency vehicle access and circulation to the project site than the existing cul-de-sac.

The project also includes a right-of-way dedication of approximately 6,894 square feet of Mora Drive to provide public access to the 0.45-acre public park that would be constructed at the northeast corner of Ortega Avenue and Mora Drive.

On-Site Parking

Based on the City's parking requirements, the proposed 75 rowhouses would require 176 total parking spaces (2.3 spaces per unit for attached rowhouses and 2.5 spaces per unit for detached rowhouses). The project proposes 181 total parking spaces on the site. Two-car garages would be include in each unit for a total of 150 spaces. Twenty-seven guest parking spaces, including two handicapped spaces, would also be provided. Four public parking spaces would be constructed to provide parking access to the 0.45-acre public park. The number of proposed spaces would comply with the requirements of the Parking and Loading Section of the City's Zoning Ordinance.

Off-Site Parking

The reconfiguration and realignment of Mora Drive would not alter the existing public parking opportunities along Ortega Avenue for existing residents in the area. Redevelopment of the project site with residential use is, however, expected to increase parking demand along Ortega Avenue.

4.16.3 Conclusion

Implementation of the proposed project would have a less than significant transportation impact. [**Less Than Significant Impact]**

4.17 UTILITIES AND SERVICE SYSTEMS

The discussion of water and sewer service capacity in this section is based in part on the "Mora Drive Residential Project Utility Impact Analysis," which was prepared by *Schaaf & Wheeler* on May 21, 2015. This report is included in this Initial Study as Appendix E.

4.17.1 Existing Setting

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, gas, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by AT&T, and electrical and gas service is provided by PG&E.

4.17.1.1 *Water Services*

The City of Mountain View owns and operates its own water utility. Most of the City's water (approximately 84 percent) comes from the City and the County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC). This water originates primarily in the Sierra Nevada and is transported via the Hetch Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. Mountain View's remaining water comes from the Santa Clara Valley Water District System (SCVWD) (approximately nine percent), local groundwater wells (four percent), and recycled water delivered for non-potable irrigation purposes (three percent).

The City of Mountain View's 2010 *Urban Water Management Plan (UWMP)* forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2035, based on general growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and, as the groundwater basin allows, an increase in groundwater production.

The City's *General Plan Update Utility Impact Study* (2011) provides unit duty factors (UDFs) for estimating the water use of various types of land uses, including residential developments.

Existing Site Development

The project site is currently developed with light industrial buildings containing approximately 65,000 square feet of space. Most of the structures are currently occupied by a mix of office and light industrial tenants. Several structures are currently vacant. The site currently supports typical development improvements including paved driveways, parking lots, landscaping, and utilities. The uses on site consume water for light industrial operations, cleaning, and landscaping.

Domestic water and fire service for the site is provided by eight-inch public water mains located in Ortega Avenue and Mora Drive.

4.17.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. The RWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. As of 2010, approximately 8.8 mgd of wastewater from Mountain View was collected and treated by the RWQCP. This quantity is expected to increase to 12.6 mgd by the year 2035.[30]

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site is located in a portion of the City, referred to as the Alma Recorder Area, where sewage is discharged to the City of Los Altos by the Los Altos' San Antonio interceptor sewer. Per the Los Altos 1970 Sewer Agreement with the City of Los Altos, the City of Mountain View is limited by how much flow is allowed into the interceptor sewer. The project site currently connects to an existing eight-inch public sanitary sewer line located in Mora Drive, which flows to an eight-inch line in Ortega Avenue.

4.17.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. City storm drain inlets and catch basins are currently installed in Mora Drive and along Ortega Avenue. Inlets along Ortega Avenue collect runoff and connect to the existing 39-inch storm drain in Ortega Avenue. Inlets along the eastern portion of Mora Drive collect runoff and connect to an existing 15-inch storm drain in Mora Drive that flows north and connects to existing storm drain pipes in Towne Circle. The storm drains near the project convey flows to Adobe Creek and ultimately to the San Francisco Bay.

4.17.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the City until 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The City of Mountain View is working to maintain the waste diversion goal of 50 percent set by state law in 1995. In 2006, the City of Mountain View achieved a diversion rate of 72 percent, which is the last year this rate was calculated.

On March 24, 2009, the Mountain View City Council adopted an Environmental Sustainability Action Plan that calls for, among other actions, the creation of a Zero Waste Plan. The creation of this plan was one of 89 recommendations presented to the Council in the September 2008 final report of the Mountain View Sustainability Task Force. As a first step in this process, Mountain View

[30] City of Mountain View. *2010 Urban Water Management Plan.* June 2011.

completed a waste characterization study. For 2009, the disposal rate was 4.0 pounds per capita per day against a target of 7.8 pounds (based on population) as measured by CalRecycle's new methodology.

The Zero Waste Plan seeks to reduce the per capita disposal rate for both residential and commercial waste.[31]

4.17.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1, 3, 25
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	1, 3, 25
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3,25
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1, 3, 25
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1,25
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1, 3, 26

[31] City of Mountain View, Zero Waste Program. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1, 26

4.17.2.1 *Water Services Impacts*

The project site is currently designated *Medium Density Residential* in the City's 2030 General Plan and zoned for residential land use. Redevelopment of the site is consistent with these designation. Impacts to water services have been accounted for in the analysis prepared for the 2030 General Plan update.

Water Supply

The proposed project would include 75 residential apartment units, which falls below the threshold established by Senate Bill 610 for a water supply assessment by a local provider. The proposed apartment units could intensify the demand for water use on the project site over the previous light industrial uses and, therefore, slightly increase the overall water demand in Mountain View.

Based on land use factors described in the City of Mountain View's *Water Master Plan*, the existing site developed with industrial uses could require approximately 19,701 gallons per day of water, or 7.2 million gallons per year.

Based on land use factors described in the City of Mountain View's *Water Master Plan*, the proposed project would require approximately 19,581 gallons per day of water, or 7.1 million gallons per year,[32] which would be a slight decrease over the existing industrial uses.

The City's 2010 *Urban Water Management Plan* projects current water demands of 3.5 billion gallons per year (for 2010). The projected water supply in Mountain View increases from approximately 4.44 billion gallons in 2015 to 5.17 billion gallons in 2035. The City's *Urban Water Management Plan* anticipates that the City is expected to meet project water demand through 2035 during normal, single dry, and multiple dry year scenarios. The project would not result in an increased demand for water.

The proposed project would include sustainable and green building design features, as required by Mountain View policies and regulations. The Mountain View City Council adopted *Water Conservation in Landscaping Regulations* in May 2010 and the California Green Building Code in 2011. These regulations include water efficiency requirements for new and renovated landscapes

[32] City of Mountain View. *General Plan Update Utility Impact Study*. 2011. Based on a rate of 251 gallons per unit per day for single-family uses, and 305 gallons per unit per day for single-family (individual lot). The project includes 75 residential units (61 single-family and 14 single-family (individual lot).

and construction, respectively. The project site is currently designated *Medium Density Residential* in the City's 2030 General Plan and zoned for residential land use. Redevelopment of the site is consistent with these designation. Impacts to water supply have been accounted for in the analysis prepared for the 2030 General Plan update. The project would not result in a significant impact on water supply.

Water Facilities

Hydraulic deficiencies resulting from the proposed project were analyzed for a 2010 Existing Condition and a 2030 General Plan Update model to include City recognized projects near completion. Two scenarios, with and without project development, were simulated under each condition in the water model to evaluative impacts from the proposed redevelopment. The water model indicated that the project does not significantly impact the water systems in the 2010 Existing Conditions or the 2030 General Plan Update Condition, with the assumption that all water systems in the 2030 General Plan Update have been constructed. The project would, therefore, have a less than significant effect on water services. The project would not require construction of new or expanded water supply facilities other than the installation of water lines included in the project.

4.17.2.2 *Wastewater Services Impacts*

Based on the rates included in the City's *Sewer Master Plan* (2010) the project would generate approximately 15,000 gallons of wastewater per day, or approximately 5.5 million gallons per year.[33]

The project site is located in a portion of the City, referred to as the Alma Recorder Area, where sewage is discharged to the City of Los Altos by Los Altos' San Antonio interceptor sewer. The City of Mountain View is limited by how much flow is allowed into the interceptor sewer based on existing contracts. The City of Los Altos agreed to receive two million gallons per day of maximum peak flow rate sanitary sewage from within the Alma Recorder Area.

The sewer model prepared for the project studied the impact of the proposed project wastewater generation on this system and the contractual limitations on volume. The sewer model indicated that under the 2010 Existing Conditions the sewer system does not have adequate hydraulic capacity near the project site. A short segment of pipe may surcharge under Peak Wet Weather Flow but remains far below ground elevation. Surcharge conditions are not present during Peak Dry Weather Flow. The project contributes additional flow to the already deficient sewer pipes.

Impact UTL-1: Sewer flows generated by the proposed project under 2010 Existing Conditions would contribute flows to an already deficient sewer pipe system that would result in surcharge during Peak Wet Weather Flows under existing conditions. **[Significant Impact]**

[33] City of Mountain View. *General Plan Update Utility Impact Study*. (2011). Based on a rate of 200 gallons of wastewater generated per day per unit for single-family residential uses, and a project size of 75 residential units.

The following mitigation measure would reduce wastewater impacts to a less than significant level:

MM UTL-1.1: The project would construct new sanitary sewer laterals to an existing eight-inch public sanitary sewer main located in Ortega Avenue or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity .

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

The sewer model indicated that the project would not significantly impact the sewer systems, or exceed the contractual volume limit, in the 2030 General Plan Update Condition, with the assumption that all water systems in the 2030 General Plan Update have been constructed. The project would not exceed the capacity of the RWQCP.

4.17.2.3 *Storm Drainage Impacts*

As discussed in *Section 4.9, Hydrology and Water Quality* of this Initial Study, the proposed project would decrease impervious surfaces on the site. Approximately 36 percent of the site would be landscaped following project development. New on-site drainage facilities would be designed to meet the City of Mountain View standards.

Based on the inclusion of stormwater collection and treatment facilities on site, and the implementation of C.3 construction and post-construction measures, runoff on the site would not exceed the capacity of the City's existing storm water drainage system.

4.17.2.4 *Solid Waste Impacts*

The proposed project would develop 75 residential units on the site, where approximately 220 residents could generate solid waste and recyclables.[34] In addition, large amounts of construction waste would be generated during construction and demolition activities. As described above, the City's estimated current rate of disposal is approximately four pounds per resident per day. Based on this estimate, the project after construction could generate approximately 880 additional pounds per day of primarily non-hazardous household solid waste (not accounting for the light industrial uses currently on the site).

In addition, large amounts of construction waste would be generated during construction and demolition activities. At least 50 percent of this construction waste would be recycled, in compliance with the City Municipal Code. Through recycling measures, proposed during construction and post-construction periods, the project would not adversely affect the City's compliance with the waste diversion requirements under state law.

[34] Based on an estimate of 2.93 persons per 75 apartment units.

The City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2021 at Kirby Canyon Landfill in San José. The proposed residential project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

4.17.3 Summary of Utility Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact UTL-1: Sewer flows generated by the proposed project under 2010 Existing Conditions would contribute flows to an already deficient sewer pipe system that would result in surcharge during Peak Wet Weather Flows under existing conditions.	Significant	**MM UTL-1.1:** The project would construct new sanitary sewer laterals to an existing eight-inch public sanitary sewer main located in Ortega Avenue or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity.	Less Than Significant

4.17.4 Conclusion

With implementation of the mitigation measure, the project would result in a less than significant impact to utilities and service systems. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	1, 3, 10
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	1, 3, 14, 18, 25, 29
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1, 4, 8. 14, 18, 25

4.18.1. Project Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory."

The project would not result in significant impacts to aesthetics, agricultural resources, biological resources, cultural resources, geology, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, transportation, and utilities and service systems, with conditions of approval included in the project and required by the City.

With the implementation of mitigation measures included in the project and described in the air quality, noise, and hazardous materials section of this Initial Study, the proposed project would not result in significant adverse environmental impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.18.2. Cumulative Impacts

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3), cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

As identified elsewhere in the Initial Study, the potential impacts from the proposed project are primarily limited to the construction period, which is estimated at approximately 27 months. It is possible that the other proposed construction schedules in the vicinity of the project, but the overlap is likely to be minimal since the project is an infill project. The proposed project includes measures to minimize disturbances to adjacent land uses, in conformance with the 2030 General Plan and standard Mountain View conditions of approval. **[Less than Significant Impact]**

4.18.1.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals.

While changes to the environment could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, and noise. Implementation of mitigation measures included in the project would reduce these impacts to a less than significant level. No other direct or indirect adverse effects of the project on human beings has been identified. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.19 SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Air Quality Impacts	
Impact AQ-1: Without the implementation of construction air quality mitigation measures, dust generation and construction emissions could be significant. **[Significant Impact]**	**MM AQ-1.1:** The following mitigation measures shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator. • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. **MM AQ-1.2:** Construction, grading, trenching, and demolition equipment shall be selected to minimize emissions. The equipment selection shall include the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	following criteria: • All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent; • The number of hours that equipment will operate shall be minimized, including the use of idling restrictions. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Hazardous Materials Impacts	
Impact HAZ-1: Hazardous materials contamination from previous agricultural uses could be present in site soils. **[Significant Impact]**	**MM HAZ-1.1:** A Pesticide Mitigation Plan shall be prepared for DTSC's review and written approval; the Pesticide Mitigation Plan will provide a summary of all available pesticide and metal data, determine if an appropriate number of samples were analyzed to adequately characterize the topsoil, and evaluate the potential risk to human health in a residential scenario using a 10^{-6} cancer risk level, and shall use the lower of the US EPA residential screening levels to interpret the 10^{-6} cancer risk level. The Pesticide Mitigation Plan shall provide for appropriate mitigation, if any, to reasonably protect residential users. DTSC's written approval of the Pesticide Mitigation Plan shall be provided to the City. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-2: Hazardous materials contamination from previous industrial use is present in groundwater and on- site soils. **[Significant Impact]**	**MM HAZ-2.1:** The project developer and subsequent property owners shall cooperate with DTSC for the on-going remediation/monitoring activities at the project site. The site shall be developed in a manner that will allow access for continued remediation and monitoring activities by DTSC. The locations of future groundwater monitoring wells and other remediation infrastructure shall be incorporated into the development plans. **MM HAZ-2.2:** The developer shall comply with requirements of DTSC and record a Covenant and Environmental Restriction on the property (deed restriction) in accordance with the requirements of California Civil

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Code Section 1471. The deed restriction will prohibit extraction of groundwater for purposes other than monitoring or remediation. **MM HAZ-2.3:** The City of Mountain View shall comply with the requirements of DTSC to provide access to install, maintain, and eventually remove, groundwater monitoring wells and equipment on the 0.45-acre parcel that will be dedicated to the City for use as a public park. **MM HAZ-2.4:** During demolition of floors, foundations, and utilities at the Plessey site, an Environmental Professional shall be present on a full-time basis to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling is needed, based on visual and monitoring results. **MM HAZ-2.5:** Contaminant concentrations consisting mainly of VOCs remain in the soil at concentrations that exceed established cleanup levels at the Plessey site. Contaminated soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant concentrations in the confirmation samples exceed residential screening levels, the soil shall be remediated to the lower of then-current restrictions or a land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in these areas; and shall require future excavation be conducted in these areas only upon written approval by the DTSC and in accordance with a Site Management Plan (SMP). The SMP shall be submitted to the City and the Santa Clara County Department of Environmental Health for review and approval. **MM HAZ-2.6:** Contaminant concentrations associated with the 0.45-acre parcel that would developed in to a public park shall not exceed residential screening levels or any level that would preclude the use of the parcel as a public park. A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-3: Elevated concentrations of VOCs in the shallow groundwater and soil vapor could expose future residents to potential health risks associated with long-term exposure to VOCs. **[Significant Impact]**	**MM HAZ-3.1:** The developer shall complete a Vapor Intrusion Investigation Work Plan. This plan shall include soil vapor sampling in the areas of concern. The developer shall then prepare a Vapor Intrusion Mitigation Plan (VIMP) that reflects the results of the investigation and implement the VIMP, including any long-term operation and maintenance. The VIMP shall use a 10^{-6} cancer risk level and shall use the US EPA residential screening levels to interpret the 10^{-6} cancer risk level. The developer shall provide DTSC's written approval on the Investigation Work Plan and the VIMP to the City. **MM HAZ-3.2:** The developer shall install vapor intrusion mitigation systems beneath all buildings to effectively eliminate vapor intrusion. The mitigation system shall either be an active or passive sub-slab depressurization system. The developer shall also provide measures in the VIMP to confirm the vapor intrusion mitigation system works as designed. The developer shall provide financial assurances of adequate funds for long-term operation and maintenance, if required by the VIMP. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-4: Contaminated soils could be encountered during the demolition of the Symtron properties. **[Significant Impact]**	**MM HAZ-4.1:** During demolition of floors, foundation, and utilities at the Symtron properties, an Environmental Professional shall be present on the project site to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed, based on visual and monitoring results. **MM HAZ-4.2:** If concentrations of contaminants of potential concern are detected at the Symtron properties that exceed the lower of the then-current RWQCB or US EPA residential screening levels, the soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	concentrations in the confirmation samples exceed residential screening levels, written approval shall be obtained from the DTSC to leave impacted soil in place. Or, the soil shall be remediated to the lower of the then-current RWQCB or US EPA residential screening levels. If the soil is left in place, a deed restriction or land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in these areas; and shall require future excavation to be conducted in these areas only upon written approval by the DTSC and in accordance with a SMP. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-5: Contaminated soils could be encountered during the redevelopment of the non-Plessey portion of the project site. **[Significant Impact]**	**MM HAZ-5.1:** The developer shall evaluate the extent of soil excavation activities and/or identify other mitigation measures that may be necessary for redevelopment of the site. A site redevelopment report addressing this recommendation shall be submitted to DTSC and the City for review and comment. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-6: Contaminated soils, soil vapors, groundwater or other materials could be encountered during redevelopment of the project site. **[Significant Impact]**	**MM HAZ-6.1:** A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in contaminated materials. Workers conducting site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor will be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City and DTSC. **MM HAZ-6.2:** An SMP shall be developed to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials during construction and for operation and maintenance of the entire project site. These documents shall be provided to the DTSC for review and written approval; its measures shall be incorporated into the project design documents. Written approval of the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	SMPs by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform full-time observation services during demolition, excavation, grading and trenching activities. The SMPs shall include the protocols, means and methods to implement the following, as appropriate: • Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the project site. • Prior to the start of any construction activity that involves below-ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the contractors for their review, and each contractor shall provide such information to its subcontractors. • Measures shall be described to minimize dust generation, stormwater runoff, and tracking of soil off–site. • Demolition activities shall be performed in a manner to minimize airborne dust. • If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives. The pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose of groundwater also shall be presented. • Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described. • Decontamination procedures shall be established and implemented by the contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer. • Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction, excavating or utility trenching) to document the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	effectiveness of dust control measures and the presence of VOCs. • Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities. • Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this Site shall be appropriately disposed at a permitted facility. • Stockpiling protocols shall be developed for "clean" and "impacted" soil. • Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted. • Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be identified. • Methods to mitigate for vapor intrusion of VOC vapors into the planned buildings shall be discussed in a Vapor Intrusion Mitigation Plan to be submitted by the developer. • Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below-ground utility lines and/or structures (e.g., the potential for corrosion due to subsurface contamination), which shall also be incorporated into the project design documents. • Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on the project site and at all locations where the utility trenches extend off-site. Utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. These measures shall be incorporated into the project design.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	• Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil heavy duty plastic to help prevent site infiltration. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP. The report shall contain a summary of: 1) vapor monitoring; 2) perimeter air monitoring; 3) soil and groundwater sampling and associated analytical testing; 4) the sources, quantity and quality of imported soils; 5) the installation of the vapor intrusion mitigation system; and 6) variances to the SMP. This report shall be submitted to the DTSC. Management and monitoring activities described in the SMP may be modified by the DTSC at any time in response to monitoring results. Written approval of the completion of the report by the DTSC shall be provided to the City prior to obtaining building occupancy permits. **MM HAZ-6.3:** A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-7: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**	**MM HAZ-7.1:** The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level: In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	structures proposed for demolition. The surveys shall be completed prior to work beginning on these structures. A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed. A facility closure inspection shall be completed for Photo-Graphics (2274 Mora Drive) and Simon Printing (2276 Mora Drive) by the City's Fire and Environmental Protection Division prior to issuance of a demolition permit. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Noise Impacts	
Impact NOI-1: Without the inclusion of specialized building materials to reduce interior noise levels, implementation of the proposed project could result in noise impacts to future residents. **[Significant Impact]**	**MM NOI-1.1:** Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units adjacent to Ortega Drive, so that windows could be kept closed at the occupant's discretion to control noise. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact NOI-2: Given the close	**MM NOI-2.1:** Mechanical equipment shall be designed so

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise. **[Significant Impact]**	as to minimize noise on multi-family residential uses north and south of the project buildings and on single-family residences east of the project. Noise-generating equipment shall be located on the western or interior portions of the buildings, or acoustical shielding of the equipment from adjacent residential uses shall be provided. If rooftop-mounted equipment is used, measures to reduce noise shall be included such as rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm the Mora/Ortega Precise Plan operational noise limits would be met at adjacent residential uses. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Utilities Impacts	
Impact UTL-1: Sewer flows generated by the proposed project under 2010 Existing Conditions would contribute flows to an already deficient sewer pipe system that would result in surcharge during Peak Wet Weather Flows under existing conditions. **[Significant Impact]**	**MM UTL-1.1:** The project would construct new sanitary sewer laterals to an existing eight-inch public sanitary sewer main located in Ortega Avenue or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity . **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Mountain View
Community Development Department
Randall Tsuda, Director
Scott Plambaeck, Senior Planner

CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Judy Shanley, Principal
Judy Fenerty, Project Manager
Jared Bond, Associate Project Manager
Zach Dill, Graphic Artist

Cornerstone Earth Group, Inc.
Hazardous Materials Consultants
Ron Helm, Senior Principal Geologist
Peter Langtry, Principal Geologist

Illingworth &Rodkin, Inc.
Acoustics and Air Quality
James Reyff, Project Scientist
Michael Thill, Staff Scientist
Jared McDaniel, Staff Consultant

Schaaf and Wheeler
Consulting Civil Engineers
Leif Coponen, PE, Vice President

SECTION 7.0 DRAFT MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. Lead Agency and Address

Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540

B. Contact Person and Phone Number

Scott Plambaeck, Senior Planner
City of Mountain View
(650) 903-6306

C. Project Sponsor and Address

Lennar Homes
6111 Bollinger Canyon Road, Suite 550
San Ramon, CA 94583
(925) 327-8306

D. Existing General Plan Designation and Zoning

General Plan: *Medium Density Residential*
Zoning District: *P(31)*: *Mora-Ortega Precise Plan*

E. Project Description

The proposed project would demolish all existing structures, parking lots, landscaping, trees, and driveways. Following demolition, the project proposes to construct 75 three-story rowhouses, including 61 attached and 14 detached units, each containing two to three bedrooms and garages. The detached rowhouses would be three stories and would be a maximum of 37 feet in height, and the attached three-story rowhouses would reach a maximum height of approximately 39 feet.

The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The Plessey Micro Science portion, which encompasses approximately 1.0 acre, of the project site is impacted by contaminated soil and groundwater. Current remediation efforts are being overseen by the California Department of Toxic Substances Control (DTSC). Recent activities conducted by DTSC on the project site include soil vapor monitoring, in-situ groundwater injections, and groundwater monitoring. DTSC is currently in the process of preparing a Remedial Action Plan Amendment (RAP Amendment) that will be the decision document for remedial actions conducted on the project site following demolition and during redevelopment. DTSC will oversee cleanup activities of the

Plessey Micro Science portion of the site. The project applicant will be responsible for cleanup of the remainder of the project site (non-Plessey Micro Science portion) with oversight by DTSC.

F. Location of Project

The proposed project is located on Mora Drive and Ortega Avenue in central Mountain View. The project site consists of 17 parcels (APNs 148-33-009 to -015, -018 to -026, and -029) along both the north and south side of Mora Drive, which is a cul-de-sac. The project site is located on the east side of Ortega Avenue, south of Central Expressway and north of California Street.

II. MITIGATION MEASURES

Air Quality

MM AQ-1.1: The following mitigation measures shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

MM AQ-1.2: Construction, grading, trenching, and demolition equipment shall be selected to minimize emissions. The equipment selection shall include the following criteria:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent;

- The number of hours that equipment will operate shall be minimized, including the use of idling restrictions.

Hazards and Hazardous Materials

MM HAZ-1.1: A Pesticide Mitigation Plan shall be prepared for DTSC's review and written approval; the Pesticide Mitigation Plan will provide a summary of all available pesticide and metal data, determine if an appropriate number of samples were analyzed to adequately characterize the topsoil, and evaluate the potential risk to human health in a residential scenario using a 10-6 cancer risk level, and shall use the lower of the US EPA residential screening levels to interpret the 10-6 cancer risk level. The Pesticide Mitigation Plan shall provide for appropriate mitigation, if any, to reasonably protect residential users. DTSC's written approval of the Pesticide Mitigation Plan shall be provided to the City.

MM HAZ-2.1: The project developer and subsequent property owners shall cooperate with DTSC for the on-going remediation/monitoring activates at the project site. The site shall be developed in a manner that will allow access for continued remediation and monitoring activities by DTSC. The locations of future groundwater monitoring wells and other remediation infrastructure shall be incorporated into the development plans.

MM HAZ-2.2: The developer shall comply with requirements of DTSC and record a Covenant and Environmental Restriction on the property (deed restriction) in accordance with the requirements of California Civil Code Section 1471. The deed restriction will prohibit extraction of groundwater for purposes other than monitoring or remediation.

MM HAZ-2.3: The City of Mountain View shall comply with the requirements of DTSC to provide access to install, maintain, and eventually remove, groundwater monitoring wells and equipment on the 0.45-acre parcel that will be dedicated to the City for use as a public park.

MM HAZ-2.4: During demolition at the Plessey site, an Environmental Professional shall be present on a full-time basis to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling is needed, based on visual and monitoring results.

MM HAZ-2.5: Contaminant concentrations consisting mainly of VOCs remain in the soil at concentrations that exceed established cleanup levels at the Plessey site. Contaminated soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant concentrations in the confirmation samples exceed residential screening levels, the soil shall be remediated to the lower of then-current restrictions or a land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in

these areas; and shall require future excavation be conducted in these areas only upon written approval by the DTSC and in accordance with a Site Management Plan (SMP). The SMP shall be submitted to the City and the Santa Clara County Department of Environmental Health for review and approval.

MM HAZ-2.6: Contaminant concentrations associated with the 0.45-acre parcel that would developed in to a public park shall not exceed residential screening levels or any level that would preclude the use of the parcel as a public park. A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park.

MM HAZ-3.1: The developer shall complete a Vapor Intrusion Investigation Work Plan. This plan shall include soil vapor sampling in the areas of concern. The developer shall then prepare a Vapor Intrusion Mitigation Plan (VIMP) that reflects the results of the investigation and implement the VIMP, including any long-term operation and maintenance. The VIMP shall use a 10^{-6} cancer risk level and shall use the US EPA residential screening levels to interpret the 10^{-6} cancer risk level. The developer shall provide DTSC's written approval on the Investigation Work Plan and the VIMP to the City.

MM HAZ-3.2: The developer shall install vapor intrusion mitigation systems beneath all buildings to effectively eliminate vapor intrusion. The mitigation system shall either be an active or passive sub-slab depressurization system. The developer shall also provide measures in the VIMP to confirm the vapor intrusion mitigation system works as designed. The developer shall provide financial assurances of adequate funds for long-term operation and maintenance, if required by the VIMP.

MM HAZ-4.1: During building demolition at the Symtron properties, an Environmental Professional shall be present on the project site to observe soil conditions, to monitor vapors with a hand held meter, and to determine if additional soil sampling should be performed, based on visual and monitoring results.

MM HAZ-4.2: If concentrations of contaminants of potential concern are detected at the Symtron properties that exceed the lower of the then-current RWQCB or US EPA residential screening levels, the soil shall be appropriately disposed off-site and confirmation samples shall be collected following DTSC guidance. If contaminant concentrations in the confirmation samples exceed residential screening levels, written approval shall be obtained from the DTSC to leave impacted soil in place. Or, the soil shall be remediated to the lower of the then-current RWQCB or US EPA residential screening levels. If the soil is

left in place, a deed restriction or land use covenant shall detail the location of these soils. This document shall include a map of the impacted soils; shall restrict future excavation in these areas; and shall require future excavation to be conducted in these areas only upon written approval by the DTSC and in accordance with a SMP.

MM HAZ-5.1: The developer shall evaluate the extent of soil excavation activities and/or identify other mitigation measures that may be necessary for redevelopment of the site. A site redevelopment report addressing this recommendation shall be submitted to DTSC and the City for review and comment.

MM HAZ-6.1: A Health and Safety Plan (HSP) shall be developed to establish appropriate protocols for working in contaminated materials. Workers conducting site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)), including respirator and personal protective equipment training. Each contractor will be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. This document shall be provided to the City and DTSC.

MM HAZ-6.2: An SMP shall be developed to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials during construction and for operation and maintenance of the entire project site. These documents shall be provided to the DTSC for review and written approval; its measures shall be incorporated into the project design documents. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform full-time observation services during demolition, excavation, grading and trenching activities. The SMP shall include the protocols, means and methods to implement the following, as appropriate:

- Site control procedures shall be described to control the flow of personnel, vehicles and materials in and out of the project site.
- Prior to the start of any construction activity that involves below-ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) will be provided to the contractors for their review, and each contractor shall provide such information to its subcontractors.
- Measures shall be described to minimize dust generation, stormwater runoff, and tracking of soil off–site.
- Demolition activities shall be performed in a manner to minimize airborne dust.
- If excavation dewatering is required, protocols shall be prepared to evaluate water quality and discharge/disposal alternatives. The pumped water shall not be used for on-site dust control or any other on-site use. If long-term dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented.

- Protocols for conducting earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected shall be provided. Worker training requirements, health and safety measures and soil handing procedures shall be described.
- Decontamination procedures shall be established and implemented by the contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other off-site transfer.
- Perimeter air monitoring shall be conducted at the site during any activity the significantly disturbs site soil (e.g., mass grading, foundation construction, excavating or utility trenching) to document the effectiveness of dust control measures and the presence of VOCs.
- Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
- Protocols shall be prepared to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this Site shall be appropriately disposed at a permitted facility.
- Stockpiling protocols shall be developed for "clean" and "impacted" soil.
- Procedures shall be developed to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors shall be identified.
- Methods to mitigate for vapor intrusion of VOC vapors into the planned buildings shall be discussed in a Vapor Intrusion Mitigation Plan to be submitted by the developer.
- Protocols shall be presented to evaluate if the residual contaminants will adversely impact the integrity of below-ground utility lines and/or structures (e.g., the potential for corrosion due to subsurface contamination), which shall also be incorporated into the project design documents.
- Appropriate measures shall be implemented to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on the project site and at all locations where the utility trenches extend off-site. Utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. These measures shall be incorporated into the project design.
- Because the site is known to have pollutants with the potential for mobilization, the Civil Engineer shall design the bottom and sides of the vegetated swales and water features (if incorporated into the building design) to be lined with a minimum 10-mil heavy duty plastic to help prevent site infiltration.

Upon completion of construction activities, the Environmental Professional

shall prepare a report documenting compliance with the SMP. The report shall contain a summary of: 1) vapor monitoring; 2) perimeter air monitoring; 3) soil and groundwater sampling and associated analytical testing; 4) the sources, quantity and quality of imported soils; 5) the installation of the vapor barrier system; and 6) variances to the SMP. This report shall be submitted to the DTSC. Written approval of the completion of the report by the DTSC shall be provided to the City prior to obtaining building occupancy permits**.**

MM HAZ-6.3: A SMP shall be prepared by the developer's Environmental Professional for the 0.45-acre public park parcel that presents specific post-remediation protocols for the park construction, operation, and on-going maintenance of the facility. Written approval of the SMP by the DTSC shall be issued to the City. The developer's Environmental Professional shall assist in the implementation of the SMP and shall perform part-time to full-time observation services during construction of the park.

MM HAZ-7.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to work beginning on these structures.

A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

A facility closure inspection shall be completed for Photo-Graphics (2274 Mora Drive) and Simon Printing (2276 Mora Drive) by the City's Fire and Environmental Protection Division prior to issuance of a demolition permit. of at landfills that meet acceptance criteria for the waste being disposed.

Noise

MM NOI-1.1: Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units adjacent to Ortega Drive, so that windows could be kept closed at the occupant's discretion to control noise.

MM NOI-2.1: Mechanical equipment shall be designed so as to minimize noise on multi-family residential uses north and south of the project buildings and on single-family residences east of the project. Noise-generating equipment shall be located on the western or interior portions of the buildings, or acoustical shielding of the equipment from adjacent residential uses shall be provided. If rooftop-mounted equipment is used, measures to reduce noise shall be included such as rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to confirm the Mora/Ortega Precise Plan operational noise limits would be met at adjacent residential uses.

Utilities

MM UTL-1.1: The project would construct new sanitary sewer laterals to an existing eight-inch public sanitary sewer main located in Ortega Avenue or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity .

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Scott Plambaeck, Senior Planner

5-28-15
Date